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THE JOYS OF
SPECTATING

RALLY DE PORTUGAL

PG74

SILVERSTONE
GT3 RACE

PG80

DRIVES

- BMW X1
- VOLKSWAGEN TOURAN
- PORSCHE BOXSTER SPYDER
- AUDI Q3

JAGUAR

XE SPORTY, COMFY AND STYLISHLY BRITISH

F1-INSPIRED
WATCHES

PG90



GROUP TESTS

- ➔ LAND ROVER DISCOVERY SPORT vs LEXUS NX200T vs VOLVO XC60
- ➔ KIA CARENS vs CHEVROLET ORLANDO
- ➔ PEUGEOT 508 1.6 vs OPEL INSIGNIA 1.6

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E^{EDITOR} TORQUE

TOQUE

That's not a misspelling of torque. That's the tall white hat worn by a chef, who might be tall, short or of average height.

Foodies would walk the talk and go out of their way to seek/eat their favourite food, while chefs would "wok" the "toque" and whip up delicious dishes worthy of their profession. Good food is one of Singaporeans' greatest obsessions, with the others being holiday travel and shopping (overseas, online and at local retail stores).

Therefore, we have introduced a new item on our automotive-lifestyle menu: Play Fare (pg 98), a sub-section devoted to epicurean delights. It's a different kind of fuel for the petrolhead. Tank up and chow down.

David
EDITOR
DAVID TING
davidt@sph.com.sg





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BOOSTING TORQUE



CHRISTOPHER TAN

Our consulting editor has made the calculations – if you do not drive, you will have at least \$500,000 more in your retirement fund (pg 24).



DR ANDRE LAM

Our tireless tyre-tester has been giving himself shots of "Adrenalin" on the road – his report on the Bridgestone RE003 will be in our next issue.



KEVIN CHIN

His 15th trip to Spain was to check out Jaguar's hot new cat, the XE (pg 64), which brings the fight to the Germans.



SHREEJIT CHANGAROTH

Our mechanical engineer explains how the coast mode in certain automatic transmissions works as a fuel-saving measure (pg 86).



EDRIC PAN

He argues that Porsche's new Boxster Spyder (pg 60) is a bit of a bargain, even at well over \$450,000 on the road.



LYNN TAN

She suggests that a vehicle designed for a female driver would have a dedicated holder for her handbag (pg 30).



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POST/MAIL OF THE MONTH

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"MIDDLE"

OF THE ROAD

PHILIP TONG ☺ I like your website's blog section. The blog post, "This middle-class motorist is bothered by the 'colour coding' of parking labels for staff cars", resonates with me, a middle manager.

Having read the views of *Torque's* editor, David Ting, I can fully align with him on this issue. In Singapore as a whole, there is an increasing divide between the rich and the poor, the educated and the non-educated, the white-collar workers and the blue-collar ones, and so on.

His blog post further proves a point: Life's not fair, and life's like that! Tensions and fault lines exist, and we have to learn to manage them well.

Torque Thanks for your middle-management tip, Philip. Do continue to visit our website www.torque.com.sg for more of such Singapore "society" stories.



I LIKE THIS KIMCHI

BRIAN CHEUNG ☞ I enjoyed the Hobby feature in your July issue, *Kimchi Family Buffet*. It's refreshing to read about a family into Hyundai cars. Most families I've come across tend to have members favouring different brands – for example, the older folks may go for Volvo, the mid-career ones aspire to drive Audi or BMW, while the starters have to make do with cheaper Japanese or Korean cars.

Torque We're glad you enjoyed the story, Brian. We also enjoyed putting it together and getting to know the "kimchi family" in question, the Chang clan, whose patriarch is pictured above.



SMALL TORQUE

VIJAY ANAND ☞ What my two-year-old boy is browsing these days...

Torque Our readers might be getting younger, but our writers are definitely not getting any younger.



A DEGREE OF CURIOSITY

LEON TAN ☞ I'm curious about the air-con degree setting for your Group Tests. They have always been very detailed, and I want to use that setting as a benchmark. It's useful for me to determine the "aggressiveness" of the air-con systems in our hot weather – an important criterion for car purchasers.

Torque Our senior writer and Torque Group Test specialist, Jeremy, sets the auto air-conditioning (where applicable) at 20 deg C for the cars/cabins being compared.

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WRITER OF THE BEST POST/MAIL THIS MONTH WINS A SOLEUS CHICKED WATCH WORTH \$89!

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WOMEN'S WORLD OF MOTORING

MARTIN CHUAN ☞ Torque should get some ladies' views on fast cars and automotive designs.

Torque Interesting suggestion, Martin. We'll park it in our Guest Drive list of ideas.



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Where we interact with our readers, post automotive tidbits and run our popular "Guess The Car!" and "Caption The Photo!" contests.

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REVOLUTIONARY MOBILITY

FASHIONED WITH THE SAME MATERIALS FOUND IN FORMULA ONE RACECARS, THE BMW i3 IS AS RACY AS IT IS GREEN.



With their sleek, aerodynamic forms, Formula One racecars are immediately recognisable from any distance. Their distinctive designs are the result of hours and hours of testing in state-of-the-art wind tunnels. The materials used to shape these fabulous cars aren't common either: Carbon fibre reinforced plastic, or CFRP, is one such material that's used extensively in race cars and even aviation.

For optimum racing, they've got to be light enough for speed, stiff for maximum control, yet strong enough to withstand stress from the G-forces imposed upon the cars. A composite material consisting of carbon fibre surrounded by a plastic matrix (resin), CFRP has five times the strength of steel, but with only half the weight. And in the event of a crash, it is strong enough to absorb the

shock from hard impacts without breaking – paramount in keeping drivers safe.

LEADING THE WAY

Thanks to extensive research and development by the BMW Group, the means to efficiently produce and shape this highly advanced material en masse with the same kind of precision was soon realised in BMW's Landshut plant. The fabrication process for CFRP is complicated, but BMW has made use of intuitive processes like high-pressure resin injection called resin transfer moulding to form the panels precisely. And to further optimise the process, BMW's engineers have even developed a way of recycling offcuts from the production process, giving them new life as fabric material that is repurposed for car interiors.



Shaping the CFRP body panels is more efficient through the process of resin transfer moulding.



Engineers ensure that the joints in the CFRP panels are seamless.



The resultant i3's structure has the same tensile strength as steel, but only half the weight.

DRIVING THE BMW i3: THREE FAST FACTS

1 IT CHARGES LIKE A SMARTPHONE

A BMW i-Wallbox comes complimentary with your BMW i3. And it works just like your iPhone's charging dock. To juice up your car, simply plug it in just as you would your smartphone, and it will be charged up from nought to full in around eight hours.

2 JUICE IT UP WHILE YOU SHOP

With more than 40 public charging stations located in over 25 central locations island-wide, you'll always be assured of a boost whenever your BMW i3 needs it. Reserved for electric cars only, there'll always be an available lot for you.



3 RANGE RANGER

The typical Singaporean drives an average of about 55km a day. The BMW i3 is capable of 150km on a full charge. That's enough to let you zip from Tuas to Changi and back (a 100km round trip), with enough left in the batteries to send the spouse home from work. With the range extender, you could clock 300km on said full charge.

The main idea here isn't just about creating a high-quality end product; it is also a focus on creating quality in-process, of which the state-of-the-art all-electric BMW i3 is the first recipient and standard bearer for sustainable motoring.

In the same way CFRP is used to optimise the performance and safety of an F1 racecar, the same principles are applied in the i3. More than just replacing steel or aluminium parts to shed weight, CFRP has been thoughtfully integrated into the Lifedrive module that makes up the i3's form.

The BMW i3's CFRP body is built upon the car's all-aluminium chassis to maximise occupant comfort and safety. However, power and speed are traded in for efficiency and urban functionality. Abetted by the CFRP's inherent stiffness, energy inputs are dampened

considerably to result in a far more efficient ride that gives this automobile its pure-electric 150km range on a full charge, and up to 300km with the petrol-driven range extender.

Design-wise, the car's interior has also been enhanced to deliver increased space without the limitations of a conventional form. The i3's drive components were re-designed to free up space, allowing for a far more spacious cabin for rear occupants. Function here marries fashion to result in a comfortable cabin that is as spacious as it is stylish and suited for urban intents.

Making use of the same science in racecars that gets our pulses racing, the BMW i3 is a vehicle that stimulates our minds and heralds the future of sustainable motoring.

WORDS JEREMY CHUA

PRANCING SPIDER



■ Ferrari has introduced the 488 Spider, the topless version of the 488 GTB and successor to the 458 Spider. Like its predecessor, the 488 Spider also features a retractable hard-top that deploys and closes in 14 seconds.

For enhanced rigidity, this automobile is constructed using 11 different aluminium alloys and metals such as magnesium. According to Ferrari, the 488 Spider matches its coupe sibling's torsional rigidity,

and is 23 percent stiffer than its predecessor.

This vehicle's athletic prowess comes from its 3.9-litre twin-turbo V8. Producing 670bhp and 760Nm, it demolishes the century sprint in three seconds. That's a searing

0.4 of a second quicker than the 458 Spider's time.

To complement the performance, engineers heightened the car's "soundtrack" by utilising components that include exhaust headers with longer, equal-length piping. Enabling

the driver to enjoy these "tunes" is the rear windscreen, which can be lowered even when the roof is closed.

This roadster has been made more nimble, too. Handling is improved by its longer and wider body, along with tweaks to the SSC2 Side Slip Angle Control system. The latter supposedly makes the car accelerate 12 percent faster out of corners compared to the 458 Spider.

The 488 Spider will prance into Singapore in the first half of 2016.





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PULSE-POWERED PAINT

■ Lexus has showcased a way for a car to reflect how excited a driver feels. The project features an RC F coupe covered in electro-luminescent paint, which glows in response to electric charges that are applied to it.

The intensity of the electric charges is determined by equipment that measures the driver's pulse rate. However, even if this concept becomes an actual option, it's unlikely to be approved here by the Land Transport Authority, which will probably view it as a distraction to other motorists.



SCORCHING LIMO

■ Towkays in a perpetual hurry could consider the Audi S8 Plus, the brand's most powerful saloon to date. The "Plus" comes from this limo's sizeable power increase of 85bhp and 50Nm over the S8 model.

Engine enhancements to the S8 Plus included optimising the turbocharger's inner geometry and modifying the exhaust valves. The turbocharged 4-litre V8 now kicks out a mighty 605bhp and 700Nm, enabling it to blast from standstill to 100km/h in 3.8 seconds, or 0.3 of a second quicker than the S8.



SHORTER Q

■ Infiniti has launched the Q30, its first compact crossover. According to Infiniti, this automobile has an expressive interior and delivers a dynamic drive. The car's final stages of testing and development were performed in Europe.

When the Q30 comes to Singapore next year, we expect it to be powered by the same 2-litre turbo engine found in the brand's Q50 saloon. The Q30 is likely to be priced close to rivals such as the Lexus NX200t and the other "Q" crossover – the Audi Q3.



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DUAL CELEBRATION

■ Porsche Asia Pacific celebrated the nation's 50th birthday and the 30th anniversary of Stuttgart Auto as the brand's official agent in Singapore by organising The Porsche Circuit, which took place in July.

Held at the Suntec Singapore Convention & Exhibition Centre, the event not only showcased the German carmaker's models but offered activities for the whole family, too.

Said activities included the local launch of the 911 Carrera 4 GTS, the extreme 911 GT3 RS and the Cayenne SG50 Exclusive Edition sports utility vehicle, of which there are only 10 units. The one-of-a-kind 911 Turbo S SG50, which was also on display, was eventually sold.

Motorsport fans were given the chance to meet Earl Bamber, one of the three Porsche drivers who won this year's 24 Hours of Le Mans. Several lucky enthusiasts even tried to out-drive the racecar driver, albeit on a slot car circuit. Little racers also got their chance to "drive" a sports car at the Porsche Kids' Driving School.

This dual celebration also included giving back to the community. Porsche Asia Pacific, together with Stuttgart Auto's chairman, Karsono Kwee, donated \$740,000 to various charities.





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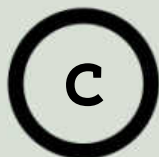
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AXEL

STORY DARYL LEE

PANNES

■ MANAGING DIRECTOR
BMW ASIA

CARS are one of Axel Pannes' passions, with another being aeroplanes. In fact, the 42-year-old German almost became a pilot with Lufthansa, but he was deemed too tall for the job (he stands at 1.98m).

His passion for cars goes back a long way – as a young boy, he attended every Frankfurt Motor Show he could. One of the things he got was a poster of a BMW 850i, which had pride of place on his bedroom wall.

Axel joined BMW in 2002. He has worked on many projects since then, which included in-house consulting for the BMW Group and a stint in the Bespoke customisation division of Rolls-Royce Motor Cars.

As the head of BMW Asia, he's in charge of 14 incredibly diverse markets, from the fledgling (such as Myanmar) to the developed (such as Singapore and Brunei).

Would you say your current role is your toughest one so far?

I wouldn't say this has been my most challenging role, but it's interesting, for sure.

A challenging job would be when I returned to Munich from Rolls-Royce to work on retail development. It was right in the middle of a financial crisis, and I was tasked by the board of directors to find ways to support our dealers. Every six weeks, I had to report to the board, and

I didn't know when the financial crisis would end. I was part of the BMW inner circle where top-level projects were discussed, and I felt a lot of pressure to do my best for the company.

What's the most interesting aspect of working in BMW Asia?

For me, the greatest opportunity here is to really get into Asian cultures and understand the markets. In my 6½ years in Munich, I got to travel to many of the markets I'm in charge of now, but it was only for a few weeks at a time.

We just opened a BMW showroom in Myanmar, one of the most fascinating places I've been to so far.

I always found it more interesting to build markets – it's something I won't be able to do in mature markets like Germany, the USA or the UK, where you're fighting for every last unit.

Is it easier or harder to sell BMWs in developing countries?

It's actually a bit of both. Many people know of BMW – it's the most desirable automaker in Asia. Even if you go to new markets like Myanmar, people know about BMW, and there's excitement because, now, customers are able to buy a BMW through official channels.

On the other hand, they don't know much about the



One of Axel's favourite BMWs is the Z8, a retro-styled roadster, of which only about 5700 units were produced.

cars themselves, and you have other problems such as fuel quality issues and government legislation, which might make selling cars difficult.

What's your take on Singapore's motor trade?

I think what the whole automotive industry needs is to focus on customer relationships, as I think it concentrated too much on product in the past, especially since cars are becoming more and more similar.

You have premium cars and mass-market cars, but if you were to buy a Toyota, Kia or VW, the quality is very similar to that of a premium car. So where is the difference? The difference is brand immersion, but even more important is customer service.

Do you think a high level of technology in cars is important to buyers in emerging markets?

What you see in modern emerging markets is that they don't develop in the same ways as mature markets of today did, as they skip the in-between stages.



**“
I ALWAYS
FOUND IT MORE
INTERESTING
TO BUILD
MARKETS.
”**

Take the example of Myanmar. I just read that until just last year, a SIM card cost US\$12,000. Then the government there liberalised the market, and now it costs US\$1.50. So the country went from everyone not having a mobile phone to everyone having a smartphone.

In emerging markets, customers read about the latest technologies and they want to have it in their cars. What some car companies have done in the past is to take older models and bring them to emerging markets, where they're not successful because the people there want the latest models, too. It's a combination of getting them used to our technology and letting them see the advantages of our cars. 🗿



Analyse This

CONSIDERING
THE "WHYS"
BEHIND THE NEWS

CONSULTING EDITOR
CHRISTOPHER TAN



09/SEP

CAR MINIMUM SUM

If you do not drive, you will have at least \$500,000 more in your retirement fund.



GOING by the amount of discourse in cyberspace, very few things get Singaporeans as worked up as food – and the CPF Minimum Sum is one

of them.

Google the three words and you get 136,000 results. Not quite the 1.05 million hits when you type "chilli crab", but comparable to the 139,000 for "Preferential Additional Registration Fee" and the 402,000 for "MRT breakdown".


It is understandable why the CPF (Central Provident Fund)

is an emotive topic. After all, Singaporeans feel, rightly so, that it is their retirement savings. And as such, they have a right to access as much of it as they wish when they retire.

That the Minimum Sum has been rising almost continuously over the years – from about \$30,000 in the late 1980s to \$161,000 this year – must add to the raging controversy in Singapore.

Arguments by the Government that the policy is necessary to safeguard against retirees blowing it all at one go, and that people are living longer and longer, hold little water. No matter how logical these arguments may be, they hold no sway to the person of average means. He or she will have to contend with measly monthly payouts instead of a tidy lump sum after working for 30 long years.

Funnily, though, most people fail to see that owning a car


Owning a car is like putting aside another "Minimum Sum", but the car owner won't see any of that money when he retires.

is like putting aside another "Minimum Sum". In fact, it is quite likely to be a far bigger "Minimum Sum" than stipulated by the CPF board.

Let's make the following assumptions for a 1.6-litre car used over 10 years:

Cost of car	\$100,000
PARF	\$10,000
Loan cost (interest charges)	\$10,000
Parking and ERP	\$17,000
Insurance	\$10,000
Repairs and maintenance	\$7500
Road tax	\$6000
Fuel	\$35,000
Total	\$175,500

IF WE CONSIDER MONETARY VALUE ALONE, MOTORING IS PERHAPS JUST AS UNAPPEALING AS THE CPF MINIMUM SUM.

Let's also assume that a person buys only three cars in his working life. That would bring his total motoring outlay to \$526,500.

Now, we have to subtract the cost of alternative transport. Let's pick the lowest denominator: public transport. For a family of four making four trips per day each, and if each trip costs \$1 on average (taking into account the various concessions), the total

transport expenditure would come up to \$58,400 over a 10-year period. Or \$175,200 over 30 years.

To be simplistic, let's ignore the value of time in this comparison. Because it can be argued that while a bus ride takes twice as long as a car ride, the person on the bus can use the time to read, play games or catch up on his favourite TV serial.

So if we subtract the total cost of public transport from the cost of motoring over 30 years, we arrive at \$351,300.

That is a substantial sum. In fact, it is more than double the current CPF Minimum Sum.

That sum will be larger if the car in question costs more than \$100,000. And it would be even larger if a person buys more than three cars over 30 years (a high likelihood).

In fact, the sum will be significantly larger if you assume it is set aside in a fixed deposit or invested in a bond. By conservative estimates, you will have \$500,000 to \$750,000 more in your retirement fund if you do not drive (that is, based on the above assumptions and calculations).

Of course, it is hard to assign purely a monetary value to having your own car. The freedom of choice you get from having immediate access to personal mobility is priceless (or at least it feels that way).

You feel like going anywhere, you just hop into your car and go – whatever the weather or time of day. No long walks or waits. And the level of privacy and comfort available to a car owner is inaccessible to a public transport commuter.

Then there is also the joy of driving. You don't have to be a true-blue petrolhead to enjoy a car that is smooth, powerful and handles and rides well. With increasing connectivity, a

motorist can stay in touch with the outside world if so he wishes.

The downside of motoring would include the occasional accident and fine, encounters with inconsiderate or dim road users, time wasted looking for a parking space, and mechanical problems that are hard to fix (not forgetting the heartache of seeing the first scratch or ding on a new car's shiny body).

The biggest frustration is, of course, getting caught in traffic jams. On the other hand, a motorist will never have to face MRT delays or breakdowns, unpredictable bus services, jostling with the crowd, poor first/last-mile connections, inclement weather or having to go to places where there are no bus or train services at all. Or the frustration of not being able to get a taxi when he needs one.

But by and large, if things go without a hitch, a bus, train or cab ride in Singapore is not too bad – especially when you compare it with other developed cities where commutes cost more (and cars cost less). The key phrase is "without a hitch".

At the moment, though, the advantages of having a private car in Singapore far outweigh the disadvantages, if we consider the most important factors that make a trip pleasant: speed, predictability and comfort.

On the other hand, if we consider monetary value alone, it is clear that motoring is rather unappealing. Perhaps just as unappealing as the CPF Minimum Sum. But for the latter, at least you know you (or your children) will eventually see a sum of money. 🙄

GOT A COMMENT?
SEND IT TO
CHRISTAN@SPH.COM.SG





Behind the Wheel

JEREMY CHUA

MEN OUT-TALK WOMEN

Our senior writer says that guys are more talkative than females – especially when the topic is cars.



IF gender stereotypes are to be believed, women are way more talkative than men. Apparently, the average girl speaks about 1000 more words than the average guy on a daily basis. But according to some studies, this isn't exactly true.

I can already imagine some readers exclaiming: "That's impossible!" Well, a group of girls getting their hair and nails done at a salon is probably going to talk more than a group of guys having a few beers.

But when you have a bunch of dudes talking about cars, it's an entirely different story. Their conversations about the automobiles they've owned, driven and would love to test-drive could easily last a week.

Horsepower, torque and acceleration figures will be

discussed. Power-to-weight ratios will be debated to death. High-performance makes and models will be compared, championed and criticised.

There will be discussions of the pragmatic sort, too, when someone mentions fuel economy. Just imagine what would happen when car



Boys "torque" about car stuff with gusto, and every one thinks he's an expert.

modifications are brought up. That would easily extend the conversations by another week.

Then there's car grooming. Products will be "reviewed" and recommended. Grooming sessions be organised, too.

And let's not forget about track days. If the car owners in question are keen drivers, they'll swop "war stories" about their thrilling racetrack battles. They'll be happily sharing their road-trip tales, too.

And, of course, every male petrolhead also has a long list of driving roads that he'd like to cross off his bucket list. If said petrolhead gets together with his buddies, their discussion about roads they must drive on before they die might be a long and winding one.

Ladies, if you're not into cars and your man is, you're probably nodding in agreement and waiting to show him this article. If he hasn't read it yet, that's because he's probably still busy (you guessed it) talking about cars with his mates. 🚗

JEREMY'S BETTER HALF FINDS CAR-TALK UNINTERESTING. SHE ONLY ASKS HIM TO TELL HER ABOUT HIS LATEST TEST-DRIVE ADVENTURE IF SHE HAS TROUBLE FALLING ASLEEP.



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Ed Lib

EDRIC PAN



THINKING ABOUT SHRINKING

Most folks start expanding sideways after a certain age, but why do cars have to do the same?



PARK any modern car next to its predecessor of two, three generations back, and without exception, the latter will look dwarfed.

Take BMW's 3 Series, for example. It's a great car, but it has long abandoned its original remit as a compact sports saloon.

The first version, the 1975 E21, is 4.35m long, but the current

F30 model has stretched to 4.62m. That's bigger even than the first-generation 5 Series (which stands at 4.60m).

That perennial enthusiast's favourite, the Porsche 911, exhibits this mid-life bloat as well. From its pocket-sized, wieldy 1960s original, it grew massively in 1996 when the water-cooled 996-generation arrived with its all-new larger body, and it expanded yet again in 2012 with the current 991 edition. So much



Edric says that people who want more space in their car should buy the next model up instead.



so that space has freed up (literally) for Porsche to slot in a smaller model below, the Cayman. It's odd that if you want something with the handiness of the original 911, you don't get a new 911 but its junior sibling instead.

Other examples abound – Honda Civic, VW Golf, Renault Clio, Audi 80/A4, Mercedes-Benz 190E/C-Class, even Ferrari's mid-engined V8 supercars (compare a 1980s 308 GTB with a current 488 GTB).

This inexorable expansion is likely down to some customers reporting that they would like "more space". To this I say: These people should just buy the next model up instead.


Clueless folk like them are missing the point of a smaller car and its virtues such as agility, efficiency, ease of parking and general handiness about town. Why choose a compact car and then complain that it's too small?

Which is why I love the thinking behind the new Mazda MX-5.

The original MX-5 is brilliantly small and lithe, but with each successive generation, it has grown slightly but inexorably.

However, Mazda has cried "enough" and reversed that trend, so that the new fourth-generation model is even shorter, lengthwise, than the first.

And it's been done very cleverly. The seats, for instance, use a type of resin webbing for support instead of the usual coil springs, allowing them to be thinner and lighter. A smaller folding top eats up less space when folded, so the boot is now bigger despite the rear overhang being shorter.

Because of all this, the roadster is lighter, wieldier and more efficient, and it outperforms its predecessor even with engines which are no more powerful. 

LIGHTER MATERIALS ARE A GOOD START TO REDUCE WEIGHT, BUT CAR MAKERS SHOULD TRY SHRINKING THEIR CARS, TOO, EDRIC SAYS.

Jump for
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Keeps Getting Better



Her World Of Motoring

LYNN TAN

A CAR FIT FOR A LADY

A vehicle designed for a female driver would have a dedicated holder for her handbag.



MEASURING how far women have come in terms of social standing is easy – our increased representation on management boards and in political parties, the many wives whose annual incomes surpass those of their husbands, and the fact that a woman's place is no longer confined within the home.

For me, further evidence that a woman's status has risen in the world of motoring lies in one little detail found in cars.

I still recall the days when only the passenger visor had a built-in vanity mirror. Today, most cars come with sunvisor mirrors for both the driver and front passenger.

That's one small feature for motoring, and one giant leap for womanhood!

However, vanity mirrors

 Lynn prefers to park her handbag somewhere in the cabin, rather than in the boot.



are the least of my practical concerns. It is the "handbag dilemma" that bothers me.

Whether it is in restaurants, washrooms or cars, I always have difficulty locating a suitable place to put my handbag while I dine, wash my hands or drive.

There are attempts at addressing this bag storage problem. Some restaurants, for example, have chairs with built-in bag trays. Others will provide female diners with a foldable bag basket.

Washrooms usually have utility hooks on the doors of the toilet cubicles, but the problem arises thereafter – there's nowhere to park our handbags while we wash our hands. This is inconvenient if my bag does not have a long-enough sling to fit over my shoulder.

Do I go for the not-so-hygienic option and simply give each hand a quick rinse under the tap, while the other hand holds on to my handbag? Or do I opt for the no-so-ladylike alternative and sandwich my handbag between my knees, so both my hands can be free and washed properly with soap?

In the car, the front passenger seat or the rear squab works fine if I'm not ferrying passengers. But when I have a full car load, where can my handbag go?



Usually, it just ends up on one of my girlfriends' laps instead of the next best place, which is the boot.

In my opinion, the ideal place is atop the centre console, in between the front seats. The only problem is that every time I accelerate or brake, the bag would just fly off. 🙄

LYNN WOULD LOVE A CAR WITH A SOFT CENTRE-CONSOLE BASKET THAT CAN BE DEPLOYED TO HOLD HER HANDBAG, AND COLLAPSE WHEN NOT IN USE.

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09 / SEP



ALONG CAME A SPYDER OR TWO

So named because it was Porsche's 550th design project, the 550 Spyder is a racing-oriented roadster introduced in 1953. It helped to put the marque on the international motorsport map and inspired the first Boxster Spyder, which hit the road in 2010. Five years later, the same "lighter, sportier" formula has been applied to the current Boxster to create another Spyder (pg 60) for the hardcore driver.



AND ALSO

- LEXUS NX200T vs LAND ROVER DISCOVERY SPORT vs VOLVO XC60
- PEUGEOT 508 1.6 vs OPEL INSIGNIA 1.6 ■ KIA CARENS vs CHEVROLET ORLANDO
- VOLKSWAGEN TOURAN ■ BMW X1 ■ AUDI Q3 ■ JAGUAR XE

**LEXUS
NX200T 2.0**
versus
**LAND ROVER
DISCOVERY
SPORT 2.0**
versus
**VOLVO
XC60 T5
R-DESIGN 2.0**

STORY JEREMY CHUA
PHOTOS TAN MENG CHOON
ART DIRECTION SEAN LEE

GROUP TEST



URBAN EXPLORERS

Which of these upmarket 2-litre SUVs can do the best job of exploring the concrete jungle in style and comfort?



AN SUV (sports utility vehicle) driven by outdoorsy suburbanites in Singapore will never encounter rocks, rivers or mountains. Instead, they'll need to contend with kerbs, "ponding" and multi-storey carparks. This makes them more like urban explorers, as opposed to jungle adventurers. Lexus is hoping to capture

more of these outdoorsy buyers with the NX200t. In addition to its aggressive design, this vehicle also promises a sporty drive with its turbocharged motor (the first Lexus model so equipped) and a comfy ride with its well-appointed cabin.

Taking on the Lexus in this shootout is Volvo's XC60. Although it's the oldest model here and the only one without all-wheel-drive, this car has nevertheless benefited from updates to its cabin (snazzy new instrument meters) and

powertrain (more ponies and a new gearbox with more ratios), which enable it to remain relevant in this segment.

The newest model in this division is the Land Rover Discovery Sport, which has replaced the Freelander 2. Like its two rivals, it is powered by a turbocharged 2-litre engine, but sets itself apart by offering an extra pair of seats in the rear.

Which of these SUVs will appeal most strongly to outdoorsy suburbanites in Singapore? Keep reading to find out.



Lexus' turbo 2-litre with 234bhp and 350Nm is the most refined motor, and delivers the quickest century sprint, too.

7.1 seconds
(0-100KM/H)



LEXUS NX200T 2.0



Land Rover's turbocharged 2-litre with 240bhp and 340Nm feels the most willing, but also has the most weight to pull.

8.2 seconds
(0-100KM/H)



LAND ROVER DISCOVERY SPORT 2.0



Volvo's turbocharged 2-litre with 245bhp and 350Nm is the most muscular and, yet, the most economical.

7.2 seconds
(0-100KM/H)



VOLVO XC60 T5 R-DESIGN 2.0



THE NX200T IS THE MOST NIMBLE AND ATHLETIC.

Six-speed automatic has the fewest ratios, but the most responsive manual override.



THE DISCOVERY SPORT IS REFINED AND VERSATILE.

Nine-speed automatic delivers the smoothest shifts and the most forward ratios.



THE XC60 IS LIKE A SCANDINAVIAN BANK VAULT.

Eight-speed automatic is as smooth as the Discovery Sport's 9-speeder, but the manual override function could be faster.



LEXUS NX200T 2.0 vs LAND ROVER DISCOVERY SPORT 2.0 vs VOLVO XC60 T5 R-DESIGN 2.0

LEXUS NX200T 2.0



COCKPIT

Sportiest cockpit features contrast stitching, plus turbo and g-force gauges. Only one with an electrically adjustable steering wheel and ventilated front seats.



LAND ROVER DISCOVERY SPORT 2.0



COCKPIT

The most spacious cockpit here is also the most practical, with the largest storage points. High seating position enhances forward and lateral visibility.



VOLVO XC60 T5 R-DESIGN 2.0



COCKPIT

Ideal for long drives as its seats are the most comfortable. All-digital instrument cluster is the coolest, but infotainment system is the least intuitive.





BACKSEAT

Has less cabin space compared to its two rivals and lacks a power socket, but the flat floor makes it the easiest for three adults to sit abreast.



BOOT

Commodious capacity of 500 litres, but with a comparatively low internal height. Double boot lamps make loading/unloading in dark places easier.



BACKSEAT

Offers the most legroom of the trio (in five-seater mode) and is the only one with the flexibility of an additional pair of rear seats.



BOOT

Volume of 981 litres (with the third-row seats folded) is the largest, and the boot also comes with two power points and a well-organised toolkit.



BACKSEAT

This is the cushiest and has the tallest backrests, but the floor protrusion means it's better for two occupants rather than three.



BOOT

Volume of 495 litres has the lowest loading height and easily accepts bulky/heavy objects. But the tiny boot light is not bright enough.



THE XC60 FEELS THE MOST INDESTRUCTIBLE, THE NX200T IS THE MOST DYNAMIC DRIVE, WHILE THE DISCOVERY SPORT IS THE MOST CONFIDENCE-INSPIRING.

LAST WORD

Thanks to its updates, the Volvo XC60 never betrays its age. It strengths lie in its host of safety features, solid feel and awesome seats. At press time, the XC60 is also \$16k and \$25k more affordable than the NX200t and the Discovery Sport respectively. This Swede SUV's only bugbears are its unintuitive infotainment controls and high floor protrusion in the rear, which makes it awkward for the middle passenger in the backseat.

Just as compelling as the XC60 is the Land Rover Discovery Sport. It's a seven-seater SUV with terrain-conquering abilities that few can match. But its relatively heavy body and mud-plugging four-wheel-drive put a damper on its paved-road dynamics, while its two extra seats are really only suitable for occupants shorter than 1.5m.

What the NX200t lacks in spaciousness, it more than makes up for with its athletic performance and cabin comforts. The Lexus does a very good job of exploring Singapore's concrete jungle in style and comfort. 🏞️



KEYS (From left) The XC60's device is the most useful as it's the only one that can inform the driver if the doors are locked, the NX200t fob looks and feels the most elegant, while the Discovery Sport's key seem to be the most solid.

LEXUS NX200T 2.0 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbocharged
CAPACITY	1998cc
BORE X STROKE	86mm x 86mm
COMPRESSION RATIO	10:1
MAX POWER	234bhp at 4800-5600rpm
MAX TORQUE	350Nm at 1650-4000rpm
POWER TO WEIGHT	133.3bhp per tonne
GEARBOX	6-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	71 seconds
TOP SPEED	200km/h
CONSUMPTION	12.7km/L (combined)
CO2 EMISSION	184g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Double wishbones, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Bridgestone Dueler H/L 33
SIZE	235/55 R18

SAFETY

AIRBAGS	8
TRACTION AIDS	ABS, VSC

MEASUREMENTS

LENGTH	4630mm
WIDTH	2130mm
HEIGHT	1630mm
WHEELBASE	2660mm
KERB WEIGHT	1755kg
TURNING CIRCLE	11.4m

BUYING IT

PRICE INCL. COE	\$251,000 (no CEVS rebate/surcharge)
WARRANTY	3 years/100,000km



NX200t



CLASSIEST CABIN, MOST DYNAMIC HANDLING, STRIKING EXTERIOR DESIGN



SMALLEST BACKSEAT, LEAST PRACTICAL INTERIOR, FEWEST GEARBOX RATIOS

BEST IN SPORTINESS

LAND ROVER DISCOVERY SPORT 2.0 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbocharged
CAPACITY	1999cc
BORE X STROKE	87.5mm x 83.1mm
COMPRESSION RATIO	10:1
MAX POWER	240bhp at 5800rpm
MAX TORQUE	340Nm at 1750rpm
POWER TO WEIGHT	130.4bhp per tonne
GEARBOX	9-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	8.2 seconds
TOP SPEED	199km/h
CONSUMPTION	12km/L (combined)
CO2 EMISSION	197g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Integral links, coil springs

BRAKES

FRONT / REAR	Ventilated discs
--------------	------------------

TYRES

TYPE	Pirelli Scorpion Verde
SIZE	235/55 R19

SAFETY

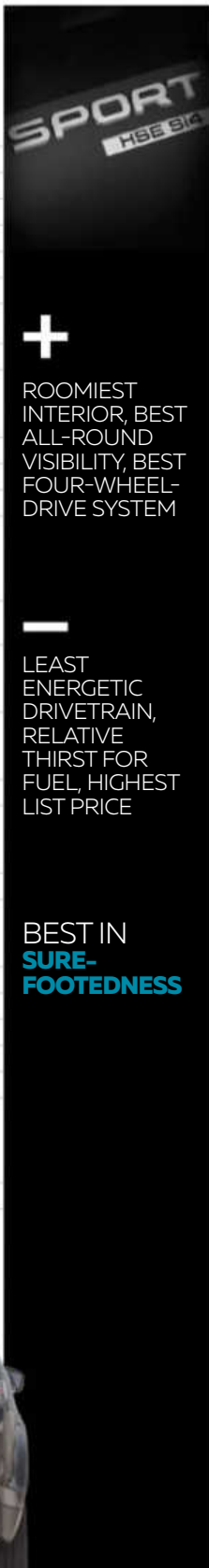
AIRBAGS	7
TRACTION AIDS	ABS, DSC

MEASUREMENTS

LENGTH	4599mm
WIDTH	2173mm
HEIGHT	1724mm
WHEELBASE	2741mm
KERB WEIGHT	1841kg
TURNING CIRCLE	11.6m

BUYING IT

PRICE INCL. COE	\$260,000 (no CEVS rebate/surcharge)
WARRANTY	3 years/100,000km



VOLVO XC60 T5 R-DESIGN 2.0 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbocharged
CAPACITY	1969cc
BORE X STROKE	82mm x 93.2mm
COMPRESSION RATIO	10.8:1
MAX POWER	245bhp at 5500rpm
MAX TORQUE	350Nm at 1500-4800rpm
POWER TO WEIGHT	133.7bhp per tonne
GEARBOX	8-speed automatic with manual select
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	7.2 seconds
TOP SPEED	210km/h
CONSUMPTION	14.9km/L (combined)
CO2 EMISSION	157g/km

SUSPENSION

FRONT	MacPherson struts, coil springs, anti-roll bar
REAR	Multi-link, coil springs anti-roll bar

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Continental ContiEcoContact 5
SIZE	235/60 R18

SAFETY

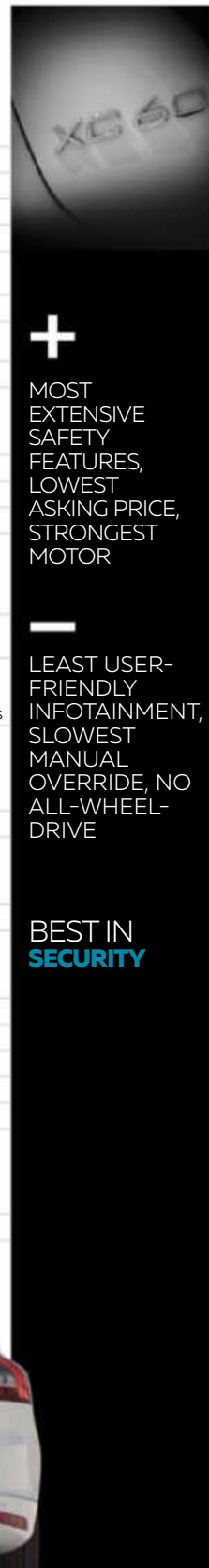
AIRBAGS	6
TRACTION AIDS	ABS, DSTC

MEASUREMENTS

LENGTH	4644mm
WIDTH	1891mm
HEIGHT	1713mm
WHEELBASE	2774mm
KERB WEIGHT	1833kg
TURNING CIRCLE	11.7m

BUYING IT

PRICE INCL. COE	\$235,000 (no CEVS rebate/surcharge)
WARRANTY	3 years/100,000km



**PEUGEOT
508 1.6**
versus
**OPEL
INSIGNIA 1.6**

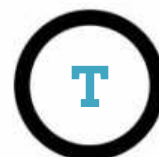
STORY JEREMY CHUA
PHOTOS TAN WEI TE
ART DIRECTION MICHAEL CHIAN

GROUP TEST



GALLIC, TEUTONIC, FANTASTIC

The recently facelifted Peugeot 508 and Opel Insignia are equally matched on style, but which one has even more substance than the other?



THE French have always been famous for making stylish and quirky vehicles, whereas the Germans are more known for creating sensible but not always exciting cars.

When Peugeot launched the 508 saloon four years ago, it was a shock to many. But the jolt wasn't because Peugeot had produced a mid-size saloon (the 508 replaces the smaller 407 and larger 607 models) – it was the fact that instead of looking avant-garde, the 508 actually has a conventional design that attracts rather than alienates buyers.

The Opel Insignia, launched in 2009, was also a breath of fresh air. Its "blade" styling language was not only unique but dynamic, too. It made older Opel models look staid, and caught the eye of buyers. But while the 508 was available with a turbo 1.6-litre, the Insignia's sole powertrain in Singapore was a turbocharged 2-litre engine.

The updated Insignia, which arrived earlier this year, is now only offered with a turbocharged 1.6-litre 4-cylinder. The changes made to the car's exterior are subtle – the front grille is now larger, while the chrome strip running across the boot lid is wider.

The styling tweaks to the 508, on the other hand, make it look

PEUGEOT 508 1.6 vs OPEL INSIGNIA 1.6



more assertive compared to the older model. The front end features new LED headlights (which replace the HID units on the pre-facelift model) and a redesigned grille.

Even more significant than the exterior tweaks are the upgrades to both cars' interiors.

The cabin of the pre-facelift 508 would have been impressive if its infotainment system isn't so dated – the orange graphics and lack of a sat-nav function are the main bugbears.

The latest 508 is equipped with a much nicer infotainment unit, complete with a colourful 7-inch touchscreen and satellite navigation. Like its predecessor, this car also has a head-up display to make drivers feel like fighter pilots.

Like the Peugeot, the Insignia also sports a snazzy new infotainment system. In addition to that, the Opel also has a new instrument panel with a nifty 4.2-inch secondary display called the Driver Information Centre.

Making the Insignia feel even more upmarket are its newly digitised air-con controls with dual climate zones. The preceding model sold here only has analogue controls and a single climate zone.

The 508 trumps the Insignia in terms of occupant space, though. Thanks to the former's 80mm-longer wheelbase and flatter rear floorboard, backseat passengers in the Peugeot have more room to stretch out. The Opel, on the other hand, not only has less legroom but lower headroom, too, due to the sloped roofline.

The Insignia's seats, however, are more supportive than the 508's, making it the more comfortable option for long drives.

The 508's cockpit (left) isn't as ergonomic as that of the Insignia (right), whose dashboard controls have a more user-friendly arrangement.



ENGINE	1598cc, 16-valves, inline-4, turbocharged
MAX POWER	163bhp at 6000rpm
MAX TORQUE	240Nm at 1400rpm
POWER TO WEIGHT	115.6bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	8.9 seconds
TOP SPEED	210km/h
CONSUMPTION	17.2km/L (combined)
CO2 EMISSION	134g/km
PRICE INCL. COE	\$155,900 (after \$5k CEVS rebate)



ENGINE	1598cc, 16-valves, inline-4, turbocharged
MAX POWER	170bhp at 6000rpm
MAX TORQUE	260Nm at 1650-4250rpm
POWER TO WEIGHT	107.6bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	9.9 seconds
TOP SPEED	210km/h
CONSUMPTION	15.2km/L (combined)
CO2 EMISSION	164g/km
PRICE INCL. COE	\$154,800 (no CEVS rebate/surcharge)



“
**THE 508
 DELIVERS
 MORE
 ATHLETICISM,
 WHILE THE
 INSIGNIA
 IS BIG ON
 REFINEMENT.**
 ”

Between these two contenders, it is the 508 which is more practical, as the storage points in its cabin are more generous than the Insignia's. Further adding to the Peugeot's usefulness is its boot capacity of 545 litres, which is 45 litres more than the Opel's.

Although both cars are equipped with turbocharged 1.6-litre 4-cylinder engines with nearly similar outputs (163bhp for the 508 and 170bhp for the Insignia), it is the French car

that is more athletic. Key to this Gallic saloon's performance is its lighter kerb weight – 1410kg versus the Insignia's 1580kg.

The 508 thus has a higher power-to-weight ratio, which also contributes to its better efficiency, with a claimed 17.2km per litre versus 15.2km for the Insignia.

Between the two cars, it's the 508 that's not only quicker from zero to 100km/h, but more agile when cornering as well.

While the Insignia isn't as dynamic as the 508, it makes up for this by being more refined. The Opel's 6-speed automatic is smoother than the Peugeot's, and its ride quality is more pliant as well.

The Insignia's cabin seems more solid, too – not only is it better insulated, its doors are heavier and require more effort to open/close.

All told, the 508 suits the keener driver, while the Insignia caters to the motorist who places greater priority on motoring refinement.

Ultimately, it doesn't matter whether the buyer opts for the Gallic contender or its Teutonic competitor, as either choice is likely to be a fantastic one. 🏆



➡️
 The 508's backseat (above) is not only more spacious than the Insignia's, it also has taller backrests better suited to, well, taller passengers.



KIA CARENS versus CHEVROLET ORLANDO

STORY BEN CHIA
PHOTOS VERNON WONG

GROUP TEST



KOREAN FAMILY WAR

These two Korean-made seven-seaters go to battle in an attempt to win the family man's heart (and wallet).



THERE comes a point in a family man's life when he realises that his regular saloon is no longer adequate for the needs of his growing brood. It is at this point that he starts considering a seven-seater multi-purpose vehicle for his next ride.

He would do well to consider the pair of Koreans we have here.

The Kia Carens makes its much-awaited return to our shores as a 2-litre model after a lengthy absence, while the Chevrolet Orlando (which is built in South Korea despite the American name) hopes to beat the newcomer, with the Chevy's strongest weapon being a road-tax-friendly 1.4-litre turbocharged engine.

The latest Carens was actually launched overseas in 2013. Its local debut is two years late because of sky-high COE

“
THE CARENS APPEALS TO
THE YOUNG-AT-HEART
DAD, WHILE THE ORLANDO
DRAWS THE PRACTICAL-
MINDED FATHER.
”



premiums, which made it unviable for dealer Cycle & Carriage to bring in the car. With Category B premiums softening in recent months, C&C took the plunge and reintroduced the new seven-seater, whose predecessor was popular in Singapore.

The Orlando, meanwhile, has been around since 2011. Its appeal was boosted, quite literally, by a new 1.4-litre turbo 4-cylinder that promises better performance than the previous 1.8-litre naturally aspirated

motor. The new engine produces the same power (140bhp) as the old 1.8, but boasts more torque (200Nm versus 176Nm) for improved acceleration.

This results in a more driveable vehicle. The Orlando's torque is available from just 1850rpm, and it therefore feels sprightlier than its bigger-engined sibling. Progress on the road is much more enjoyable, because there's no need to mash the accelerator pedal in order to get going at a decent pace.



KIA CARENS vs CHEVROLET ORLANDO



K The cockpit of the Carens (top, left) is well-built and feature-packed, while the Orlando's is stylish and blessed with clever storage solutions.

C The six passengers will find the Orlando (left, below) to be more comfortable than the Carens.

That said, the Orlando is still outgunned by the Carens, whose 2-litre naturally aspirated engine produces 166bhp and 213Nm. Compared to the Chevy, the Kia delivers power in a smoother and more linear fashion, although this characteristic may suggest it's less powerful.

The performance figures indicate otherwise. The Carens is quicker than the Chevy from a standstill to 100km/h (10.8 seconds versus 11.2) and has a higher top speed (200km/h versus 191km/h).

Neither car gives cornering thrills, but the Carens proves to be a happier handler that's nimble and light on its tyres.

though, with the FlexSteer adjustable-weighting function

coming across as artificial and lifeless. The suspension is well-controlled, providing a good compromise between decent handling and a pliant ride.

The Orlando's suspension has a more "solid" setup that's planted and stable while on the move. The Chevy lives up to its American nameplate by feeling more at home on the highway than in corners. The steering is dull, but most drivers are unlikely to complain about this.

So I would go for the Carens if I want a (marginally) more entertaining drive. But it would be the Orlando if I need, first and foremost, to ferry passengers.

The Orlando has more cabin space than the Carens. While both cars have a seating capacity of seven, the Chevy's slightly



bigger size (including greater length in wheelbase and body) means that third-row occupants will find it less of a squeeze than in the Kia. They also benefit from elevated seating, which affords a better view out the windows. Furthermore, the Orlando's block-like exterior translates to generous headroom, contrasting against the Carens' relatively sleek shape that "eats" into the roominess.

In terms of key equipment, the Kia offers six airbags, pushbutton ignition, LED daytime running lights and multi-zone air-conditioning, while the Orlando comes as standard with multi-function touchscreen infotainment, a reverse parking camera and a sunroof (kids like this feature).

Choosing between these two MPVs boils down to how much of a family man you've become. The Kia Carens appeals to the young-at-heart dad with its pleasant drive and attractive design. The Chevrolet Orlando, on the other hand, appeals to the practical-minded father who appreciates extra space and comfort. Both MPVs are, otherwise, equally up to the job of serving the family man with multiple transport tasks.

The deal breaker in this case is the \$16k price difference in favour of the Carens (at press time). 🙄



ENGINE	1999cc, 16-valves, inline-4
MAX POWER	166bhp at 6500rpm
MAX TORQUE	213Nm at 4700rpm
POWER TO WEIGHT	106.1bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	10.8 seconds
TOP SPEED	200km/h
CONSUMPTION	12.7km/L (combined)
CO2 EMISSION	184g/km
PRICE INCL. COE	\$120,999 (no CEVS rebate/surcharge)



ENGINE	1362cc, 16-valves, inline-4, turbocharged
MAX POWER	140bhp at 4900-6000rpm
MAX TORQUE	200Nm at 1850-4900rpm
POWER TO WEIGHT	90.3bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	11.2 seconds
TOP SPEED	191km/h
CONSUMPTION	14.1km/L (combined)
CO2 EMISSION	165g/km
PRICE INCL. COE	\$136,999 (no CEVS rebate/surcharge)



VOLKSWAGEN TOURAN

STORY DAVID TING
LOCATION AMSTERDAM,
THE NETHERLANDS



BETTER MOVER FOR THE FOLKS

Volkswagen's latest Touran MPV is comfier, smoother and more family-friendly than the previous model.



THERE I was at the counter of a smoky Amsterdam cafe, where a friendly chap with glazed eyes made his recommendations from the menu. He offered me a choice between "uplifting" and "stoned", but I only wanted a cup of Dutch coffee. In any case, I already experienced a mild mood lifter in the form of the new VW Touran.

The hatchback's "Golf for seven" formula is familiar, but it's now based on the current Mk 7 Golf model, which means an array of amenities and features unavailable in the outgoing Touran, which was based on the Mk 6 Golf.

The shape is still boxy, but with more creases and curves to "break" the boxiness, plus nice lights and attractive alloy wheels in a variety of designs.

More importantly for a compact multi-purpose vehicle, the cabin is roomier than before, thanks to a 113mm increase in the wheelbase and a 63mm increase in interior length. Despite its upsize, the car is 62kg lighter than its predecessor.

The cabin is classier, too. Unlike in the previous model, the plastics and compartment lids feel like "Premium Economy" instead of "Economy", and the equipment has been upgraded to "Business Class".

The upgrades include an electronic parking brake (it's a manual affair in the retired Touran), three-zone automatic climate control, LED reading lamps, high-tech safety systems and excellent infotainment.

Up to nine airbags protect the occupants. Helping to avoid an accident in the first place are

active safety features such as Front Assist with City Emergency Braking and Side Assist with Rear Traffic Alert. The latter feature makes it safer for the Touran driver when reversing out of a parking lot or changing lanes on an expressway.

Cruising on the expressway is made simpler by the optional Adaptive Cruise Control, which maintains a pre-set speed (between 30km/h and 160km/h) and distance to the vehicle ahead by decelerating/accelerating accordingly.

The convenient cruise control makes it even easier to enjoy the Touran's upgraded infotainment on the go. The high-spec version has a 6.5-inch colour touchscreen with Bluetooth connectivity, while the top-spec model has an 8-inch screen with integrated DVD player, a 64GB solid-state drive and an on-board Wi-Fi hotspot.

All the infotainment systems are compatible with today's smartphones (Apple and Android alike), thereby multiplying the information sources and entertainment applications available to the Touran's driver and co-driver (or backseat drivers, for that matter).

Everyone will be seated

comfortably, on quality fabric upholstery (as tested). Access to the rear has been made easier, especially in tight spots, by doors that stay open at one of three angles (used to be just two).


Even the "airliner" trays have different angles of deployment, with the three tilted-down angles ideal for holding/reading a tablet (the trays in the old Touran only have two positions: up or down).

Headroom is as good as ever, shoulder room is slightly better than before, and space in the footwells is significantly better. And the three individual second-row seats are less narrow now.

Also boosting the comfort of rear passengers are their own air-con vents and air-con control panel, which work very well, even with the ambient temperature in Amsterdam averaging 28 to 30 deg C at the time.

The rear doorbins have been made bigger. Other useful storage points (Volkswagen claims a total of 47) include two overhead lockers and a dash-top compartment – the latter more neatly integrated with the dashboard binnacle, and more spacious, too, than the previous affair.

Boot space in the five-seater is

 Driving position, equipment and cruising refinement have all been improved significantly in the new Touran.





ENGINE	1395cc, 16-valves, inline-4, turbocharged
MAX POWER	150bhp at 5000-6000rpm
MAX TORQUE	250Nm at 1500-3500rpm
POWER TO WEIGHT	106.9bhp per tonne
GEARBOX	7-speed dual-clutch with manual select
0-100KM/H	8.9 seconds
TOP SPEED	209km/h
CONSUMPTION	17.9km/L (combined)
CO2 EMISSION	125g/km
PRICE INCL. COE	To be announced

a generous 743 litres. The seven-seater variant has a much smaller boot with all seats deployed, but the pair of chairs in the third row are said to offer a bit more room than before.

The driving position has been improved by a nearer, more upright steering wheel, which also looks and feels much better than the old one.

Compared to the previous Touran, visibility from the driver's seat is less fish-tank-like due to the higher dash-line, but the quarter-windows at the base of the A-pillars are actually larger. The rear view mirror is unusually sleek, yet its visual field is clear and wide.

On the move in the turbocharged 1.4-litre TSI Touran, with 150bhp and 250Nm put through a 7-speed dual-clutch automatic transmission, the mechanical smoothness is obvious.

The car is fairly quick for a compact people-mover, with a century sprint timing just below 9 seconds and a top speed of over 200km/h. It's a relaxed cruiser, too, with the engine spinning at just 2000rpm in 7th gear while maintaining a steady 110km/h.

The car is more fuel-efficient at the same time, consuming one litre less petrol per 100km (on the combined cycle) than the outgoing 1.4 TSI Touran.

This dad's cab certainly has a pep in its step. Thanks to the strong torque and responsive powertrain, it's likely to remain peppy even with the whole family on board.

After dropping the wife and kids off, the father at the wheel of this turbocharged MPV can almost relive his younger boyracer days by gunning the throttle, playing with the snappy paddle-shifters and taking his favourite corners more enthusiastically.

If the car is specified with Volkswagen's DCC adaptive damping, he can select Sport mode to stiffen the suspension and corner even more eagerly. The effect is immediate.

Back to dad's-cab mode with the family in tow, the Touran is a comfortable tourer ready for any road trip or school run. The ride is pliant, whether it's on 215/55 R17s or optional 225/45 R18s, and very little noise intrudes into the cabin from the asphalt and airstream.

Refined, relaxing and well-equipped for household duties, the new Volkswagen Touran makes a superb multi-purpose family car. It will come to Singapore early next year. 🇸🇬

i
This VW dad's cab is roomier than before and even more practical for a family of five to seven.



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BMW X1

SARJEET SINGH
LOCATION ACHENKIRCH, AUSTRIA



AN AXE TO GRIND

Criticism of the old X1 has been dealt with by this new model, one of the most capable crossovers around.



FIVE years in the making, the second-generation BMW X1 looks like a proper sports utility vehicle, and a handsome one at that. With design elements of its bigger siblings, the X3 and X5, it returns a drag coefficient of only 0.29

(depending on the model variant). The original X1, launched in 2009, looks disproportionate, somewhat like a jacked-up station wagon when viewed from the stern.

The first X1 found over 730,000 buyers worldwide. Don't bet against that number being beaten by the second X1, as it has more of everything – more room, more powerful and efficient drivetrains, more interior practicality, and a more commanding driving

position made possible by the 53mm-taller roofline.

The X1's new engines are transversely mounted and therefore intrude less into the cabin than the earlier model's, which are longitudinally laid out. The result is a 37mm increase in rear knee room with standard seats and up to 66mm more with the optional adjustable rear seats, which can slide forward or back by up to 130mm. If even





There's noticeably more space and versatility to accommodate occupants and their lifestyle accoutrements (or aspirations).



A sportier, clearer focus on the driver, plus upgrades in both quality and amenities, make the new X1 cockpit an excellent place.

more room is needed, you can tick the box for a folding front passenger seat backrest.

The boot capacity is a voluminous 505 litres, which is 85 more than its predecessor's, and the 40:20:40 folding backseats free up to 1550 litres of cargo space when flattened – maybe to swallow Grandma's cupboard (or maybe not). This is 200 litres more boot space than the first X1, and about 225 more than the Audi Q3 trunk.

The cockpit is futuristic compared with the dated original model. Not surprising, a head-up display is now an option, in case the pilot finds the driver-angled instrument panel still a bit old-school. The 6.5-inch iDrive display appears to have slid up from the dashboard like in the 3 Series – very space-age.

The Driving Experience Control switch on the centre console allows the driver to dictate the driving experience – Comfort, Sport or Eco Pro, with each repackaging the responses of the accelerator pedal, steering and gearshift characteristics of the 8-speed automatic transmission.

The damper settings are also adjustable, with either of two pre-set calibrations if the Dynamic Damper Control option has been specified (and paid for). This is available for the first time in the X1 series.

The X1's choice of two petrol and two diesel engines come from BMW's current line of modular powerplants with BMW TwinPower Turbo technology. All four motors are of 2-litre capacity and accompanied by two 1.5-litre 3-cylinder engines – a



BMW X1



ENGINE	1998cc, 16-valves, inline-4, turbocharged
MAX POWER	231bhp at 5000-6000rpm
MAX TORQUE	350Nm at 1250-4500rpm
POWER TO WEIGHT	150bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	6.5 seconds
TOP SPEED	235km/h
CONSUMPTION	15.6km/L (combined)
CO2 EMISSION	149g/km
PRICE INCL. COE	To be announced

136bhp petrol unit and a 116bhp diesel unit.

Our test car is the X1 xDrive25i, developing a highly respectable 231bhp and an even more worthy 350Nm of torque from 1998cc. The figures mean it is fast enough (zero to 100km/h in 6.5 seconds) to keep up with many a performance saloon, and it's aided by the revised 8-speed Steptronic transmission.

The 4-pot, though not as smooth as the 6-pot in the newly introduced 340i, does not fall far short in the creamy feel of its combustion action.

Aluminium crankcase and

The 231bhp X1 xDrive25i is a fast SUV that can keep up with many a performance saloon.

cylinder heads, forged steel crankshafts with an integrated balancer shaft drive, low-weight pistons, forged connecting rods, friction-reduced cylinder coatings and map-controlled oil pumps all collaborate to achieve that.

It is easy for me to forget that the baby X is an SUV, as its body roll is well under control. The driving experience is unmistakably BMW, thanks to the X1's low centre of gravity and chassis tuned for an almost perfect 50:50 weight distribution.

It is all the more amazing since the new X1 operates primarily as a front-drive car,

with its intelligent xDrive system distributing power to the rear axle if necessary. For normal driving on undemanding surfaces, only the front wheels are powered. But when the situation calls for it, the system redistributes some power to the rear. In extreme cases, up to 100 percent of power goes there.

For people who don't need an X3 (or don't want to stretch their budget for that), the new X1 will do the job because of its rugged good looks, all-round driveability, all-purpose practicality, strong performance and impressive efficiency. 🌱





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STORY & PHOTOS JEREMY CHUA
ART DIRECTION MICHAEL CHIAN



LITTLE BIG Q

Recently facelifted, the entry-level Q3 feels even more like its larger Q5 sibling.



WHEN the Q3 was first launched here in 2012, it was offered in two variants, both powered by 2-litre turbo engines. The differences between them are their equipment levels and power outputs – the entry-level model has 170bhp, while the range-topping one has 211bhp.

Three years later, the entry-

level Q3 is now the Q3 1.4, which is not only less expensive, but more efficient, too. The top-end Q3 model (also facelifted) is still the 211bhp Q3 2.0.

Apart from sporting a redesigned front bumper, the Q3's overall design hasn't changed. There are four new paint hues to choose from, and to emphasise the Q3's premium-ness, the units sold by official agent Premium Automobiles now have LED headlights as standard. The pre-facelift Q3s were "only" equipped

with Xenon headlamps.

The new tail-lamps are now lit by LEDs as well. This compact crossover now also comes with dynamic turn signals (first seen on the brand's flagship A8 limo), which illuminate sequentially towards the driver's intended turning direction.

The Q3's turbocharged 1.4-litre unit produces 150bhp and a healthy 250Nm, figures that are 20bhp and 30Nm less than the previous Q3 2.0. However, the 1.4-litre motor is not only peppy, but quite willing, too.

Compared to rivals such as the BMW X1 (see page 54), which has sharp handling, the Q3 leans around corners. This is because instead of stiffening the suspension, Audi engineers actually made it more pliant, thus improving ride comfort over the pre-facelift model.

Better equipped and more refined than the older model, this "little big Q" might just appeal to suburbanites who want the feel of Audi's larger SUV offerings, without the heftier price tag.

The Q3's cockpit has great build quality, but the high dashboard will make petite drivers feel even smaller.



ENGINE	1395cc, 16-valves, inline-4, turbocharged
MAX POWER	150bhp at 5000-6000rpm
MAX TORQUE	250Nm at 1500-3500rpm
POWER TO WEIGHT	106.8bhp per tonne
GEARBOX	6-speed dual-clutch with manual select
0-100KM/H	8.9sec
TOP SPEED	204km/h
CONSUMPTION	16.7km/L
CO2 EMISSION	139g
PRICE INCL. COE	\$183,300 (no CEVS rebate/surcharge)

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STORY **EDRIC PAN**
LOCATION **MONTECATINI, ITALY**



WEB FEAT

It may cost over \$450,000 on the road, but our reviewer argues that Porsche's new Boxster Spyder is a bit of a bargain.



YOU are getting most of what makes its hardcore stablemate, the Cayman GT4, so special, at a more than \$40,000 discount. Because Porsche has shamelessly cannibalised the GT4 to create this, the most focused and potent Boxster of all.

The close relationship between the two cars is obvious at first

glance, because the Spyder wears the GT4's entire front end. This means a jutting, low-chinned front bumper dominated by three gaping intakes, and a horizontal slit-like air vent at the leading edge of the bonnet. These visually set the Spyder apart from the rest of the Boxster range.


Underneath, the Boxster Spyder's 3.8-litre flat-6 powerplant is identical to that of the GT4 (which nicked said engine from the 911 Carrera S). But because the Spyder lacks the

GT4's sideblades that create a "ram-air" effect at high speed, it has 10bhp less, at 375bhp.

Still, this gives the car a thumping 45bhp advantage over the next most powerful Boxster model, the GTS.

Inside, the Spyder benefits from the GT4's smaller, Alcantara-covered steering wheel and stubbier gearlever. It is billed as the Boxster for purists, so this new model is manual-only – there is no PDK dual-clutch transmission option.

The gear throw is delightfully


The Boxster Spyder's soft-top is a single-layer, semi-manual affair with distinctive "fins" that stretch into the raised rear deck.



short and precise. And if you select Sport Plus mode, the engine automatically blips itself on downchanges to mimic a perfect heel-toe gearchange.

But despite all the similarities, the Spyder is not quite a "Boxster GT4". It has been conceived as more of an everyday device than the single-minded, track-biased GT4, and to that end, it uses the Sports suspension from the Boxster GTS (but with a stiffer rear anti-roll bar) rather than the GT4's bespoke, ultra-firm setup.

The brakes are also less extreme, being taken off the 911 Carrera S, whereas the GT4 goes the whole hog with brakes from the 911 GT3.

In keeping with the Boxster Spyder's purist ethos, weight-saving is paramount, which explains measures such as the lightweight bucket seats and reduced sound insulation inside the cabin, and the use of aluminium for the rear deck.

Incidentally, that rear deck, which stretches from aft of the

// PORSCHE BOXSTER SPYDER //

cabin all the way to the ducktail spoiler, sports two pronounced bulges flowing rearwards from the roll hoops, giving the car a unique, unmistakable silhouette. This harks back to the Boxster Spyder's inspiration – the 1953 550 Spyder, which has a similar longitudinal hump adorning its engine cover.

Most significantly, the folding top is now a lighter, semi-manual system. It looks markedly different from the standard Boxster's, being lower and with two distinctive "fins" stretching backwards into that raised rear deck. This visually lowers and stretches the hood, and makes an already pretty convertible even more delectable.

The rear window is polymer instead of glass, the hood frame is made of lightweight materials like magnesium and aluminium, and the hood itself is now an unlined, single-layer affair.

Where the regular Boxster has a fully automated folding top, the Spyder's has to be raised and lowered by hand. The electric switches in the cabin now merely serve to unlatch the rear deck and to operate the header rail catch to secure the hood once it's in place.

This new-style roof alone shaves 10kg off the car's kerb weight and also helps lower its centre of gravity. Combined with all the other dietary measures, this makes the Spyder the lightest model in the Boxster range, despite it having the biggest engine.

The payoff for all that weight loss is in the handling, of course. The normal Boxster is already brilliant around bends, but the Spyder dials that up a notch, positively flicking into turns, allowing almost no lean at all, and delivering so much roadholding that on the twisty Tuscan mountain roads of our test route, my courage runs out way before the grip does.

The sensations through that small steering wheel are wonderful, relaying lots of detail about what the chassis is up to as we hurtle along. The steering is ultra-responsive, and quick-gearing enough for sweepers to be taken with the slightest swivel of my wrist.

The ride, while significantly firmer than a normal Boxster's, remains composed enough that the car is not thrown off-line over poor surfaces.

**PORSCHE CANNIBALISED
THE CAYMAN GT4 TO
CREATE THIS, THE MOST
POTENT BOXSTER OF ALL.**





ENGINE	3800cc, 24-valves, flat-6
MAX POWER	375bhp at 6700rpm
MAX TORQUE	420Nm at 4750-6000rpm
POWER TO WEIGHT	285.2bhp per tonne
GEARBOX	6-speed manual
0-100KM/H	4.5 seconds
TOP SPEED	290km/h
CONSUMPTION	10.1km/L (combined)
PRICE EXCL. COE	\$382,588 (after \$15k CEVS surcharge)



C Six-speed manual gearbox, lightweight seats, Cayman GT4's steering wheel – this is a purer Boxster for the petrolhead.

And between corners, the car is ferocious, belting forward with much more urge than the already rapid Boxster GTS. The extra power and torque of that 3.8-litre engine really do make themselves felt right across the rev range. The century sprint is covered in just 4.5 seconds, and top speed is a sky-high 290km/h.

That engine makes itself heard, too, howling its way thrillingly through the midrange to its 7600rpm redline, and crackling like a mouthful of popping candy when I lift my foot off the throttle pedal. If sensory overload is your thing, drive the

Spyder flat-out through a tunnel with the top down.

This vehicle does not just devour B roads, it has proven its mettle on track, too – its lap time at the Nurburgring is 7 minutes 47 seconds, a mere 7 seconds behind the Cayman GT4's benchmark.

It may be the hardest-edged, fastest Boxster, but the Spyder still retains most of the base model's friendly useability. Add to that the seductiveness of that low-roofed, evocative shape, and you can see why many will be snared in the Spyder's irresistible web. 🕸

JAGUAR XE

STORY KEVIN CHIN
LOCATION NAVARRA, SPAIN

DRIVE

**DRIVER'S
LICENCE**

15

VISITS TO SPAIN



KEVIN CHIN

His most recent trip there was one of the most exciting, because he went to check out this hot new "cat".

NEW BRIT ON THE BLOCK

Britain's newest baby brings the fight to the Germans.





REMEMBER the Jaguar X-Type?

Neither does Jaguar, it seems. At the media launch of the new XE in Spain, no mention was made of the British firm's last contender in the compact executive saloon segment – which goes to show the impact, or lack thereof, made by the Ford-derived X-Type.

After almost £2 billion (\$4.2 billion) of investment that includes two new factories, 2300 new jobs, a new vehicle architecture and two new engines, Jaguar is back for another stab at a segment currently dominated by the Germans – BMW with its 3 Series, Mercedes with its C-Class and Audi with its A4.

On paper at least, the signs are promising. More than 75 percent of the XE is made from lightweight aluminum, and

the car utilises exotic double-wishbone front suspension taken directly from the F-Type

sports car, while the rear suspension is an "integral link" setup (which Jaguar claims is more effective than a multi-link).

Even the 3 Series, considered to be the best-handling car in this class, comes with a more conventional MacPherson-strut front suspension and multi-link rear suspension.

Styling-wise, the XE is attractive enough, albeit erring on the safe side. It may resemble a sports saloon when viewed from the side, thanks to a stretched bonnet, a "pulled-back" cabin and a sloping roofline, but the non-descript rear lacks the intent and aggression of Jaguar's current front end. Still, the XE's sleek profile means this is the most aerodynamic Jaguar ever (with a drag coefficient of 0.26).

While its design doesn't stand out, it just about holds its own aesthetically against its rivals.

The XE comes with a choice of five engines: two diesels and two petrols (all four are 2-litre 4-cylinder units), and the same 3-litre supercharged V6 found in the range-topping XE S and the entry-level F-Type.

While the initial set of petrol engines are from the XF and XJ, Jaguar's Ingenium turbo-diesels are built in-house and completely new, with Ingenium



// JAGUAR XE //

petrol engines expected to join the XE range in the near future.

Available at the launch are the more powerful versions of the 2-litre diesel and petrol motors, with 180bhp/430Nm and 240bhp/340Nm respectively, alongside the 3-litre V6.

Jaguar says it's likely only one 2-litre petrol model and one 2-litre diesel version will land in Singapore, with the 3-litre XE S yet to be decided.

Making its debut is Jaguar's All Surface Progress Control traction management system. In essence, the car can drive itself at up to speeds of 30km/h whenever low grip is detected, with the driver needing only to steer the vehicle. Meant more for countries with winter, it's unlikely that local drivers will ever call upon this feature.

Whichever variant you choose, two things stand out: An excellent ride and equally excellent steering. Jaguar has gone to great lengths to find the perfect balance between precise handling and a plush ride, and it shows. The car is composed and fluid on the move, and reacts impeccably to steering inputs while being nearly as cossetting as a Mercedes C-Class.

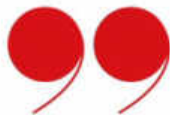
Even in Dynamic mode (which firms up the steering and damping, and sharpens the throttle), the XE is never

harsh, at least on flat-as-a-pancake Spanish roads. If you specify the adaptive dampers, the suspension only firms up when lateral movement is detected, so you get superb body control in the bends plus the same straight-line, bump-absorbing comfort as you would in Normal mode.

Jaguar's first-ever electric power-assisted steering is another gem. The helm is beautifully weighted and offers vast amounts of consistency and precision, along with decent feel. Pair that with the wonderfully resolved chassis and you have a saloon that handles almost as well as the 328i. While not as sharp as the Bimmer, the XE's abilities are more rounded and accessible.



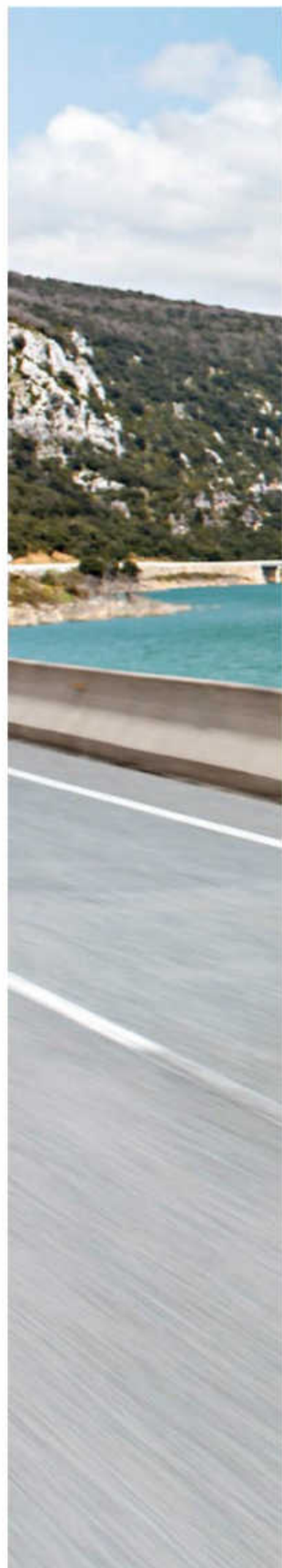
“WHICHEVER THE XE VARIANT, TWO THINGS STAND OUT: AN EXCELLENT RIDE AND EQUALLY EXCELLENT STEERING.”



With its supercharged 340bhp/450Nm 3-litre V6, the XE S is seriously fast, but remains plush and luxurious.



Jaguar owners will be familiar with this layout, these materials and the various systems, but the XE is the first Jag with a laser head-up display option.





ENGINE	2995cc, 24-valves, V6, supercharged
MAX POWER	340bhp at 6500rpm
MAX TORQUE	450Nm at 4500rpm
POWER TO WEIGHT	204.2bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	5.1 seconds
TOP SPEED	250km/h (governed)
CONSUMPTION	12.3km/L (combined)
CO2 EMISSION	194g/km
PRICE INCL. COE	To be announced







XE's boot offers 450 litres of space, which can be expanded by the 40:20:40 split-fold feature, a first for any Jaguar saloon.

In terms of pace, the 2-litre diesel and petrol engines are more than adequate for the job. Their performance figures are respectable: zero to 100km/h takes 7.8 seconds in the diesel, and a second less in the petrol.

Even though the petrol engine lacks excitement, it's smooth, linear and decent-sounding, without the trashy roar typical of 4-cylinder units when I floor the throttle pedal.

Even the Ingenium diesel engine impresses when hurried. It's slightly flat below 2000rpm, but picks up strongly after that, with a lovely spread of torque all the way to its 4000rpm redline.

Diesel clatter is minimal, but the appeal of the engine, like all other turbo-diesels, is from its fuel economy and emission numbers (23.8km per litre and 109g of CO₂ per kilometre).

All petrol XEs are mated to a slicker and much improved ZF 8-speed automatic gearbox, while the diesel versions can be hooked up with a 6-speed manual. The transmissions complement both engine types very well, but the manual seems to bring out the best in the diesel, despite said gearbox being a little notchy at times.

For drivers who want more oomph, the XE S is the one to drive. With 340bhp and a smattering of go-fast parts that include larger air scoops, bigger wheels and more powerful brakes, the range-topper

is surprisingly entertaining around the Navarra racetrack in Spain, despite being a little too soft for track use.

It's on the road where the XE S really shines, providing a level of engagement the 2-litre models lack. With all that extra power, the car comes alive, compelling the driver to fully exploit its capable chassis. You get a growly V6 up front for company, too, although the addictive exhaust note from the F-Type with the same powerplant is nowhere to be heard.

Inside, you get an interior that is more reminiscent of Jaguar's flagship, the XJ, than the mid-range XF. There's the XJ's signature "Riva Hoop" cockpit design, where a ridge connects the dash to the doors, encircling the front occupants in luxury-boat style.

There's generous application of premium stitched leather, pleasing wood veneers, an

F-Type-derived steering wheel and dials, and a newly created centre console with Jaguar's new InControl Touch infotainment. It's light years ahead of the old infotainment system in terms of responsiveness and ease of use.

Better graphics aside, Jaguar's proprietary InControl apps can be accessed through the 8-inch touchscreen. You can also connect to the car using your smartphone to check on things like fuel level, or lock/unlock the vehicle using Jaguar's InControl Remote, in addition to the usual Bluetooth, navigation and voice-controlled capabilities.

Occupants in the XE get a hushed cabin devoid of excessive wind and road noise, thereby masking the perception of speed on the expressway. Interior build quality is not quite up to modern German standards (if I'm nitpicking), but the cabin still feels expensive enough to keep junior executives happy.



The XE's cabin is refined on the move, well-designed and nicely decorated, but the backseat is more comfortable for two passengers than three.

DRIVETRAIN**TYPE**

Inline-4, 16-valves, turbocharged

CAPACITY

1999cc

BORE X STROKE

87.5mm x 83.1mm

COMPRESSION RATIO

10:1

MAX POWER

240bhp at 5500rpm

MAX TORQUE

340Nm at 1750-4000rpm

POWER TO WEIGHT

156.4bhp per tonne

GEARBOX

8-speed automatic with manual select

DRIVEN WHEELS

Rear

PERFORMANCE**0-100KM/H**

6.8 seconds

TOP SPEED

250km/h

CONSUMPTION

13.3km/L (combined)

CO2 EMISSION

179g/km

SUSPENSION**FRONT**

Double wishbones, coil springs, anti-roll bar

REAR

Integral links, coil springs, anti-roll bar

BRAKES**FRONT / REAR**

Ventilated discs / Discs

TYRES**TYPE**

Pirelli Cinturato P7

SIZE

225/45 R18

SAFETY**AIRBAGS**

6

TRACTION AIDS

ABS, ESC

MEASUREMENTS**LENGTH**

4672mm

WIDTH

1850mm

HEIGHT

1416mm

WHEELBASE

2835mm

KERB WEIGHT

1535kg

TURNING CIRCLE

11.3m

BUYING IT**PRICE INCL. COE**

To be announced

WARRANTY

3 years/100,000km



THE XE'S INTERIOR IS MORE REMINISCENT OF JAGUAR'S FLAGSHIP XJ THAN THE MID-RANGE XF.



Rear legroom is similar to, if not slightly less than, that of the 3 Series. There's ample headroom for six-footers thanks to two cutaways in the ceiling, but with the huge transmission tunnel and raised middle seat, it's best to stick with two passengers in the rear for longer journeys.

The backseats have versatile split-fold, but the rather narrow 450-litre boot is about 30 litres smaller than its German rivals'.

Those qualms aside, the XE has the equipment, refinement and performance to go head-to-head with BMW, Mercedes and Audi in this hotly contested segment. No longer playing second fiddle to the big three, it slots in nicely between the sporty 3 Series and the comfort-orientated C-Class.

The XE may be the new Brit on the block, but you can expect a few bloody German noses when it comes to Singapore in the fourth quarter of this year. 🇸🇬

Jaguar designers could have been more daring with the XE, but its proportions are good and its coefficient of drag is very low.

+ SLEEK, AERODYNAMIC, HANDLES PRECISELY, RIDES PLUSHLY

— EXTERIOR NOT FELINE ENOUGH, INTERIOR QUALITY NOT "GERMAN" ENOUGH



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BEN BOWLBY
Nissan's LM P1 Team Principal
and Technical Director

Photo credits : © Nissan NISMO

AGAINST

ALL ODDS

IN MOTORSPORTS,

reaching the finish line is one of the most fulfilling achievements; this is never more so than during the 24 Hours of Le Mans when man and machine are pushed to their absolute limits. To win in LMP1, technically the most ambitious category, the FIA and ACO encourage cutting-edge technologies. What kind of comeback would it be if Nissan just followed its opponents? The GT-R LM NISMO developed by Ben Bowlby's team uses the most ingenious and innovative design ideas, including a FWD midengine layout. As a major Nissan NISMO partner, MOTUL endorses bright and bold moves that revolutionize motorsport, just as the 300V did.



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A RACE LESS ORDINARY

The World Rally Championship is special, and so is the experience of catching a WRC race in Portugal.



RALLY racing is special.

For starters, aside from the relative comfort of the service park (rallying's equivalent of the paddock in circuit-based motorsports), all the spectating has to be done alfresco.

If the weather during my time in Porto at the Rally de Portugal was any measure, this meant enduring searing sunshine one moment and icy blasts of mountain-peak wind the next.

That said, suffering the vagaries of nature was all part of the experience. And, really, if I were sipping champagne from the comfort of an air-conditioned lounge kilometres away from the action and having to, ahem, perform needful tasks in fixed facilities, it wouldn't be in keeping with the spirit of rallying.

Despite Porto throwing up some bipolar weather, I doubt its late-spring climate was hardly the worst that hardcore rally fans go through – the Rally Sweden, for instance, is famed for its snow-covered stages and sub-zero temperatures.

Watching this race is not for the faint of heart or the fancy of dress. And because the stages are held on portions of public

road, most places on the route could be your "grandstand". This means knowing where to go is of paramount importance, especially if you want to avoid watching the action through a pair of binoculars.

Then there's the small matter of actually getting to said "grandstand" and jostling for "seat" space.

In Porto, I saw people going up the Portuguese hills in cars, motorbikes, ATVs, bicycles and, if you were a guest of Volkswagen Motorsport as I was, by helicopter.

At the famous Fafe "jump" stage, the rally cars seemed to whiz past even faster than they would on a permanent circuit, possibly down to how the makeshift racetrack was barely wide enough to accommodate a single car, let alone one travelling in excess of 100km/h.

So why would anyone want to wake up early and travel to the middle of nowhere, all for the chance to catch fleeting glimpses of rally cars while getting a liberal sprinkling of dust/mud/sand? (I found out some spectators had "choped" their "podium grandstand" spot the night before – the "choping" device in this case being their barbecue grill.)

If I had to choose one reason, it'd be the atmosphere, which



THE RALLY STAGES ARE HELD ON PUBLIC ROADS, SO MOST PLACES ON THE ROUTE COULD BE YOUR "GRANDSTAND".



was, in a word, amazing. What I experienced at the rally was certainly one for the books.

Happy fans roared their approval as each racer slid past with centimetre precision, with the loudest cheers reserved for crowd favourites such as reigning world champion Sebastien Ogier with Volkswagen and ex-Formula One pilot Robert Kubica.

Heck, the assembled fans even cheered for the safety cars performing last-minute checks on the route. If this were F1, the safety car would be lucky to elicit an impatient yawn from the spectators.

It takes a special kind of fan to cheer the safety car on, because the kind of person who will trek up a secluded hill to watch a race is anything but ordinary.

This lack of normalcy also led to a bunch of rally fans forcing beer and what has to be the best-tasting grilled pork sandwiches into my hands.

And these complete strangers kept wanting to foist more food on me when they saw I was finished. They didn't take "nao" for an answer.

No doubt their generosity was helped along by the copious amounts of beer and locally



As always, Fafe was one of the best shooting/spectating spots for the Rally de Portugal.

Motorbikes, ATVs and 4x4 sports utility vehicles were popular modes of transport for the rally spectators.





WATCHING A RALLY IS NOT FOR THE FAINT OF HEART OR THE FANCY OF DRESS.

produced vinho verde (literally green wine, a light semi-sparkling liquid meant to be consumed within a year of bottling) they'd been imbibing throughout the day, but I like to think it was down to their friendly nature and my winning personality.

Clearly, rally fans aren't your usual motorsport spectators. But rallying isn't your usual form of motorsport. Unlike relatively coddled F1 pilots, rally drivers are built of far grittier stuff, much like the surfaces they race on.

While there are elaborate service facilities in the service park, if a driver encounters a flat tyre or mechanical problem while out on a rally stage, he has to fix it with his co-driver, with no team intervention allowed.

They even have to commute between the service park and the stage itself, which means driving on public roads with regular traffic. This explains why every rally car wears licence plates and has valid insurance coverage. Those are things you certainly wouldn't find on an F1 car, or even a GT racecar.

While on said commute (known as a transport stage), rally drivers have to obey all applicable traffic rules, which means no doing things the police take a dim view of (for example, powerslides and speeding). Like any motorist, a rally driver will receive a fine and demerit points if he's caught.

The FIA takes an even dimmer

view of drivers who flout speed limits. They will incur a 25-euro fine for every km/h over the posted speed limit, on top of whatever ticket the cops have already slapped on them.

It was surreal seeing and hearing a full-blown be-liveried racecar doing something as prosaic as driving from point to point, within the speed limit and patiently following slower traffic (effectively everyone else).

And there was still a race going on. Reigning manufacturers' champion Volkswagen swept the podium in Portugal, with Jari-Matti Latvala leading from day one and claiming his first win of the season. The defending champ, Ogier, had a bad start on the first day, though a storming drive on the last two days saw him finish second overall.

Forgive me if my race report is a little cursory, because of the fantastic fans, how close I got to the action (barely metres away in most cases, which justifies the numerous signs exhorting how "motorsports can be dangerous"), the down-to-earth drivers and more helicopter rides in three days than I ever had in my 30-odd years.

A motorsport event where the race itself played second fiddle to just about everything else that was going on? Like I said at the beginning, catching a World Rally Championship event is truly a special experience. 🍷



The fans at the Rally de Portugal were in a class of their own, offering good beer and extremely delicious pork sandwiches to total strangers.

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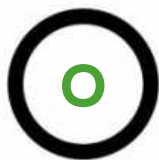
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ON A SILVER (STONE) PLATTER

Bentley's GT3 racing team served up an invaluable Silverstone spectator experience for *Torque*'s biggest motor racing nut.





OKAY, I can “die” now. Because I’ve ticked one of the items on my bucket list: a visit to the iconic Silverstone circuit in England.

A former wartime airfield, Silverstone was first used for racing in the late 1940s. In 1950, it hosted the first official Formula One world championship race, cementing its place in the annals of top-tier motorsports. It underwent major redevelopment recently, but the classic corners – Stowe, Copse, Maggots and Woodcote – are all still there.

I remember watching my first F1 race on TV when I was studying in Perth in the late 1980s, and recall the British Grands Prix so vividly because the races were always eventful and intense. To finally set foot on this fabled racetrack was a dream come true.

Bentley is not a name you would normally associate with motor racing, but the British luxury marque returned to modern motorsports in a big way. Last year, it competed in all five races that made up the Blancpain Endurance Series and came away with two overall victories, including its home race, the 3 Hours of Silverstone.

This year, it’s racing in the same series, and I was invited to catch the performance of Bentley Team M-Sport at Silverstone.

After a night’s stay at a lovely hotel around an hour’s drive from the circuit, I arrived at Silverstone on a cool Sunday morning.


As my ride wound its way inside the circuit, the large sign at the entrance and the grandstands at the various turns were logged deep inside my motorsport mind.



At the Bentley marquee, set up near Woodcote corner, the friendly Bentley gals gave me a tag to access a host of activities and VIP areas, and enjoy a constant flow of delectable food and beverages that kept me refuelled throughout the day.

Parked right outside the suite was a lineup of Bentley’s latest models, including the Mulsanne, the Continental GT Speed and, of course, the Continental GT3-R, which is inspired by the Continental GT3 racecar, the beast that performs in anger on the track.

For the Bentley parade laps, the Mulsanne was my assigned car. Too bad I was a passenger

 The British boys who drove Bentley’s racecar #7, and the English roses that welcomed VIPs to the hospitality suite.

rather than the driver. But with Bentley's head of marketing and communications in Asia, Robin Peel, at the wheel, it was a good lap – he knew how to drive a Bentley properly!

After lunch, this motorsport nut became really nutty during the Grid Walk, which was an eye-opener for me.

I knew the Blanpain Endurance Series is popular with numerous car manufacturers, but to finally see the grid in its entirety was still pretty overwhelming.

I've visited the starting grids for F1 races, the Merdeka Millennium Endurance Race in Sepang and the Super GT series, but the variety of exotic machinery at

the rumbling from the high-powered engines gave me goose bumps and made my heart pound with anticipation.

When the race finally started and the drivers opened the throttles, I was beside myself with excitement as the engines revved to their redlines.

I stood up, closed my eyes and just took in the moment. Then I opened them and shouted: "Woo-hoo!" What a feeling!

Next up was the Track Tour, where the participants were shuttled around the outside of the track for views of the racing at different locations. It was during the tour that I finally got to see Silverstone's classic corners mentioned earlier.

It was also during this hour or so that I caught glimpses of why the 4-litre twin-turbocharged 600bhp Bentley Continental GT3 is such a potent weapon and so competitive in the races.

At almost 5m long and more than 2m wide, it is by far the largest of the GT3 racecars on the track, yet the way it navigates corners, flat and fast, is surreal.

I don't know how else to put it other than to say that it looks like a bodybuilder with the speed and agility of a ninja.

And when the asphalt ahead straightened, the big Bentley's pace became ferocious.

Even though the race at Silverstone wasn't a good one for Bentley Team M-Sport (their two cars came home in sixth and ninth positions), it was a very good experience for this spectator.

This newly ticked item on my bucket list will be parked in my warmest memories – until the day I kick the bucket. 🍷

the Silverstone GT3 race was absolutely astounding.

Besides the Continental GT3, the GT3 versions of the Ferrari 458, Lamborghini Huracan, Audi R8 LMS, BMW Z4, Mercedes-Benz SLS AMG, Nissan GT-R, Aston Martin V12 Vantage and McLaren 650S were all there, sitting impatiently and waiting for the race start. The entire grid numbered 60 cars.

The race used a rolling start instead of a standard green-light start. As the racecars were being led around the track by the safety car on the formation laps,



“
**THIS
MOTORSPORT
NUT BECAME
REALLY NUTTY
DURING THE
GRID WALK.**
”



➡
The
Continental
GT3 looked
like a
sledgehammer
– one of
the fastest
hammers
to ever hit
Silverstone
– among its
sleeker rivals.



MONUMENTS MEN

John Cooper and Rauno Aaltonen were crucial to the monumental success of classic quick Minis.



AS a tiny yet incredibly roomy, low-priced two-door passenger car for the masses, the original 1959 Mini Minor was technically far superior to most cars of its era.

The car's simple little 4-cylinder 8-valve 848cc engine (no overhead camshafts) shares its oil with the sump-mounted 4-speed gearbox, the chassis is sprung on variable-rate rubber springs, and the 10-inch wheels are mounted on hubs with basic drum brakes at all four corners.

Maximum speed of the 34bhp Mini is catalogued at 116km/h.

Formula One constructor John Newton Cooper (1923-2000), whose racecars won the 1959 and 1960 Formula One World Championships, realised that the Mini possesses innate handling qualities thanks to its front-drive traction, low centre of gravity and compact dimensions.

With the cooperation of BMC (Mini's manufacturer), John's

Cooper Car Company modified the Mini's engine by adding a carburettor, increasing valve size and raising the compression ratio. Engine capacity was enlarged to 998cc and the result was a 62 percent increase in power.

Thus was born the first Mini Cooper. A 1275cc "S" version followed soon after, and it became a giant slayer on racing circuits all over the world during the 1960s and 1970s.

In Singapore, it was a hot favourite with every motoring enthusiast and anyone wanting to modify a cheap car. Mini Coopers were inexpensive and reliable, even after extensive modifications with bolt-on kits.

A standard 1275cc 4-cylinder Cooper S boasts 76bhp and 107Nm. With high-lift camshaft, bigger valves, even higher compression and twin Weber carburettors, these lively Minis could easily attain 100bhp and sprint to 100km/h

 John Cooper with a 1994 Mini Cooper Grand Prix limited edition.

 Rauno Aaltonen with a 2015 MINI John Cooper Works.

in under 10 seconds. On lowered suspension, the Cooper S could run rings around many bigger and more powerful cars.

Rauno Aaltonen ran rings around his rivals. Throughout the 1960s and 1970s, the charismatic Finn raced in a variety of cars in many gruelling events. His most famous victory was at the 1967 Monte Carlo Rally, which he tackled in a Mini Cooper S.

Rauno wasn't just a fast driver. He understood automotive technology and the engineering that went into a racecar. For instance, his Cooper S that won in Monte Carlo was fitted with half throttle bodies because the rules prohibited non-standard intake manifolds, and the stock Weber carburettor just wouldn't fit.

On many occasions, Rauno and his co-driver had to perform urgent vehicle repairs in the middle of a rally stage. Once, they had to escape from a flaming, overturned rally car.

These days, 77-year-old Rauno spends his winters with his son at his own high-speed ice-driving school in Finland. He continues to drive with all the pace and passion of his younger days. 🇫🇮

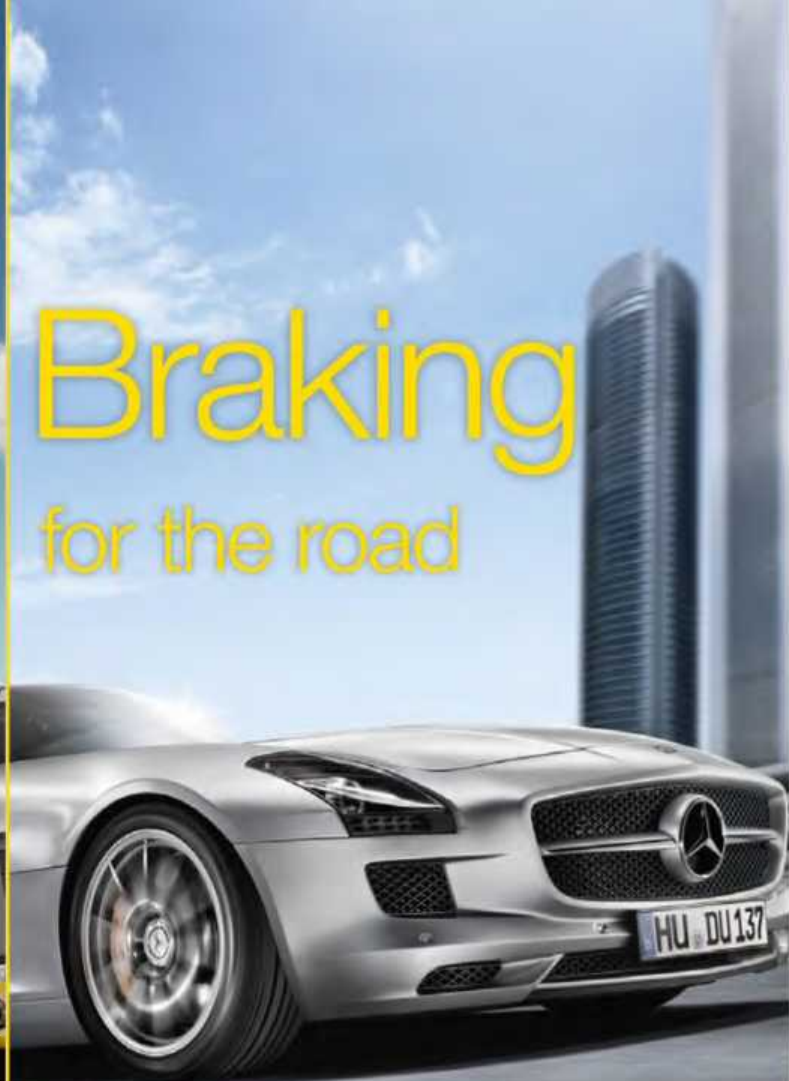




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DRIVE WITH CONFIDENCE

COAST MODE

Our mechanical engineer explains how said fuel-saving measure works.



THERE is an incredible amount of engineering that goes into the development of fuel-saving measures in automobiles, such as the coast mode for certain automatic transmissions.

The ZF 8-speed automatic, for example, has a special hydraulic pressure accumulator that makes it possible to disengage (and later re-engage) Drive when the driver lifts his foot off the accelerator pedal and the car is coasting on a descent, or coming to an eventual stop on level ground.

Drive can be re-engaged immediately when the driver's right-foot demand for acceleration is detected.

Any automatic transmission without this feature can be manually shifted to N (Neutral) to simulate coast mode. But without the benefit of backup oil pressure, the result is premature wear

on the gear-ratio selector clutches. Hence, the practice should be avoided, even if it saves petrol.

But with automated dual-clutch gearboxes, such as Volkswagen's DSG, Porsche's PDK, Audi's S tronic and Mercedes' 7G-DCT, an electric oil pump provides the hydraulic pressure to engage Drive on engine restart at a traffic light, or to switch between Drive and Neutral for coast mode.

With any dual-clutch gearbox, whether or not the car comes with auto stop-start and/or coast mode, there is no adverse effect in shifting manually to Neutral



Coast mode can be activated by an automatic transmission so equipped, or replicated manually by the driver.

while coasting. This is because for such gearboxes, power transmission does not rely on positive hydraulic pressure, as is the case with the automatic transmission. Instead, the hydraulics are for the purpose of mechanically releasing the clutches or shifting gears.

There is no risk of any damage if you choose to select N when "freewheeling" downhill. You can do the same with any manual gearbox.

Coast mode can reduce the car's fuel consumption by a few percentage points, depending on the number of coasting opportunities and distances "coasted".



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• TOYS
FOR THE
BOYS



09/SEP



DRIVING COMPANION

The Plantronics Voyager Edge SE offers up to six hours of static-free talk time, thanks to its noise-cancelling functions and three microphones. For added convenience, this Bluetooth headset also announces the caller's name and lets users pick up calls with the "answer" voice command, or reject calls by saying "ignore". It's ideal for motorists who spend as much time talking as they do driving. \$169



Thanks to its sensors, this headset can also pick up calls when it's placed on your ear.

F1RST AMONG THE FAST

Wear one of these "speedy" watches to the Singapore Grand Prix and accelerate your Formula One night race experience.



TUDOR FASTRIDER BLACK SHIELD

A matt black ceramic monobloc watch tracking the movement of time at the speed of night, this is a fantastically fast ride for the wrist. **\$6580**



LUMINOX A1143 TONY KANAAN

It's like wearing a checkered flag on your wrist – a "flag" that is Swiss-made, water resistant to 200m and equipped with micro gas tubes. **\$1979**



HUBLOT BIG BANG FERRARI KING GOLD CARBON

With its 45mm gold case, bespoke carbon fibre bezel and 18K red gold occlusions, this mega watch is fit for a Grand Prix king. **\$66,600**





TISSOT PRS 516 EXTREME
Almost an automotive product, this watch boasts smooth "bodywork", a sophisticated "dashboard", a "tyre rubber" strap and a 12-spoke "alloy wheel" behind. **\$1930**

AZIMUTH CRAZY RIDER

This unusual 100-unit collaborative project with Russia's Nika has its 24-hour format driven by an innovative chain system. **\$7000**



LONGINES HERITAGE 1973
This cushion-shaped contemporary "rear view" of a classic Longines watch from 42 years ago is powered by the firm's L688 calibre. **\$4710**



**MECCANICHE
VELOCI DUE
VALVOLE**

This distinctive engine-valves-inspired watch races confidently between circuits with its "tyre tread" dial and yellow "speed strip".

\$5800



**GLASHUTTE
ORIGINAL SEVENTIES
CHRONOGRAPH
PANORAMA DATE**

This retrospective German timepiece is up to speed when it comes to keeping perfect time during the Formula One season.

\$23,100



**IWC INGENIEUR CHRONOGRAPH
EDITION "NICO ROSBERG"**

The Mercedes AMG Petronas pilot gets his own titanium watch (one of 250), with yellow accents inspired by his helmet and his personal logo on the caseback.

\$19,000



EDOX CHRONORALLY 10302

Designed and engineered for the toughest forms of motorsport, this chronograph is ready to keep up with a quick driver. **\$2418**



B.R.M V6-44-SA

SA stands for Shock Absorber, B.R.M's special mechanical-watch suspension that protects the movement from shocks and knocks. **\$6800**



SEIKO SPORTURA SSC357P1

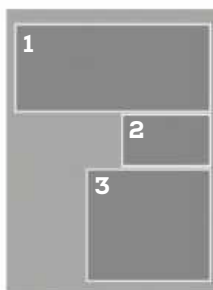
With Honda back in Formula One, fans of Japan can show their support by timing the laps with this sporty stainless steel number. **\$POA**





1. SYMPHONETTE ORCHESTRA

Longines has launched a stylish new collection for women. The quartz-powered Symphonette is available in four sizes (XS, S, M and L) and a variety of pretty designs. The oval-shaped case comes in steel, diamond-set steel, rose gold or diamond-set rose gold. The strap is either a black alligator affair with buckle or a steel mesh bracelet with butterfly clasp, and the different dial designs are all delightfully feminine.



2. UPTO THE MINUTE

The funky Squarestreet Minuteman, available as a standard two-hand model or a quirkier one-hand version, now comes with more colour choices. Encasing the quartz movement is handmade Italian Mazzuchelli acetate, a quaint plastic composite with a lovely lustre. The strap can be either genuine leather or military-inspired Nato nylon.

3. THE RIGHT ANGLES

Claude Bernard's Lady Enchante Rectangle collection of lady's watches marry French modernity with Swiss quality. Each one has been shaped to drape around the slender wrist of a woman, who will also appreciate the high-grade stainless steel casing and scratch-resistant sapphire glass crystal. Matching her watch to her wardrobe is easy, with a choice of straps (leather or metal), case sizes and dial designs.





AT A GLANCE:

Advantages and benefits of the new XTL™ engine oil technology:

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- ▶ Lower fuel consumption: Up to 1.7 % additional reduction in fuel consumption*
- ▶ Lower oil consumption: Up to 18 % lower*
- ▶ Improved ageing stability: 38 % lower viscosity increase.

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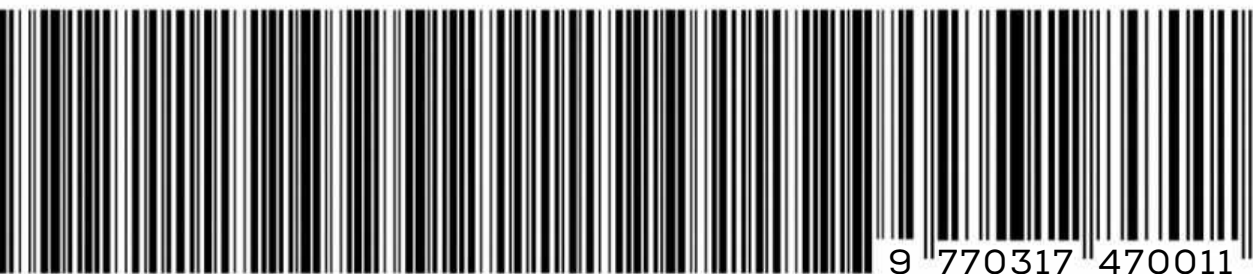
- J's Garage
(Toh Guan Enterprise Hub)
Tel: 9664 8646
- DHM Otomotive Werkz
(Harvest @ Woodlands)
Tel: 8368 3272

FAST FLAIR

Watch the Singapore Grand Prix in style with these Formula One-inspired items.



- 1**—Our weather is fickle – keep one of these umbrellas handy, just in case the night race turns into a wet one. **\$52** **2**—If you're catching the race at home, you can maintain everyone's energy levels by serving them shots of caffeine in these espresso cups. **\$58** **3**—Mercedes-AMG fans can stay cool by donning this team T-shirt. Made from 100 percent cotton, it'll help absorb sweat, too. **\$125** **4**—Ensure you smell fresh despite the scorching heat with Ferrari's Noble Fig eau de toilette. The fragrance offers citrus green woody scents, along with hints of musk and patchouli. **\$127** **5**—Bring a bit of the race action home and display your driving skills with one of



9 770317 470011



these 1:24 replica Infiniti Red Bull Racing radio-control cars. **\$55** **6**—Look fast even if you're just strolling along with a pair of Puma's SF Future Cat Premium sneakers. The non-slip soles and rounded heels are great for heel-and-toe manoeuvres, too. **\$179** **7**—Nico Rosberg fans can keep the sun out of their faces while exploring the circuit park with one of these caps. **\$75** **8**—Stand out in a crowd with this McLaren Heritage T-shirt and its kiwi symbol, which pays tribute to Bruce McLaren, the New Zealander who founded the racing team. **\$105**

TANK UP & CHOW DOWN

BETTER PLACE

Jack's Place, a popular 49-year-old Singaporean restaurant chain with 17 outlets, has revamped its menu, decor and food presentation. Classic favourites such as Jack's grass-fed beef cuts and Uncle Jack's fish and chips are now parked alongside modern additions like curly truffle fries and spicy buffalo wings.

The homegrown chain has also introduced Cola Café, which serves quick/light bites, desserts (such as cakes and Udders ice cream) and drinks (including coffee, of course, plus craft beers).

BRUSSELS' MUSSELS

Brussels Sprouts has an ongoing (till December this year) \$50 promotion for two pots (one main-sized and one starter-sized) of their mussels. The delicious choices include an SG50-inspired special with a different Asian-inspired sauce every month. Naturally, Belgian beer is the joint's recommended tipple with which to wash down a hearty meal. The restaurant's three outlets are at Robertson Quay, Big Splash and Sentosa Cove.



LOVE ME TENDON

Ramen Keisuke has opened its latest outlet, Tendon Ginza Itsuki, at 101 Tanjong Pagar Road. The 24-seater shop dishes out authentic and reasonably priced Japanese tendon (tempura rice) served in Arita porcelain bowls.

The new eatery is one of the ramen chain's four "engine cylinders" in the area, with the other three being Keisuke Tori King, Keisuke Gyoza King and Takeda Shouten Sake Bar. Together, they form a Tokyo soul-food "alley" in the historic heart of Singapore's Central Business District.



SHINE ON, SINGAPORE. SHINE. CLEAN. FRIENDLY

For the first time in Singapore, Sonax is proud to announce an exclusively formulated shampoo for its car wash services at Shell Stations[^]. This unique shampoo not only cleans your car with its highly effective cleaning properties, but also coats the surface of the paintwork with a protective layer for an extra shine. All at no additional cost.*

HANDWASH SONAX



*All Shell stations with car wash services except for Shell Tampines Avenue 2

[^]\$8 for saloon car wash. Please refer to the car wash price board for other vehicle types.

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CARS AHEAD



09/SEP



SHADOWY ELEGANCE

Enthusiasts looking to add some “darkness” to their ride can consider the Advanti Racing N738, which can only be specified with either a matte black or matte gunmetal finish. This cast wheel is constructed using the brand’s Dynamic Spinning technology, which supposedly makes it comparable in rigidity to forged wheels. Available in 18- to 20-inch sizes at all authorised dealers.



AND ALSO

■ OPTIONS ■ TUNE-IN



GALLOPING GERMAN STALLIONS

STUTT GART Auto held its Porsche Driving Experience at the Sepang circuit recently and, admittedly, this was my first time experiencing Stuttgart's finest on a racetrack. There were six models for participants to drive – the Cayenne S E-Hybrid, the Panamera and Panamera S, the Cayman GTS, the 911 Carrera GTS Cabriolet and the blistering 911 Turbo.

The precision and versatility of the Cayman GTS were a revelation, but it was the sheer

speed of the 911 Turbo that blew me away. It devoured Sepang's faster sections like a bat out of hell, while its superb rear-wheel steering ensured it was also nimble in the bends.

In my experience, the Panamera saloons and Cayenne sports utility vehicle prove that Porsche's heftier models can tackle racetracks as effortlessly as their sportier siblings, as long as expectations are kept in check. For safety, professional

instructors were around to ensure participants didn't hurt themselves and the cars.

After giving my eardrums a beating on my final run (the soft-top and sports exhaust of the Carrera GTS Cabriolet are to blame for that), it was obvious from this event that dynamism and driving pleasure are ingrained in Porsche's DNA.

For a Porsche novice like me, it was the perfect initiation to the other brand with a prancing horse. – KEVIN CHIN



The 911 Turbo (top right) devoured long stretches with ease, while the Cayman GTS (above) displayed its incisive handling.

DARK SPECTRE

GERMAN tuner SPOFEC (which stands for Spirit of Ecstasy) has introduced the Black One, a tuning programme for the Rolls-Royce Ghost Series II. Said programme features black paintwork and the original chrome bits refinished in matte black. The 22-inch wheels (one size larger than the stock rims) come in matte gold, but clients can also specify their preferred colour finish.

For enhanced handling and a meaner stance, there is a suspension module that lowers the ride height by 40mm. Meanwhile, downforce is increased by the carbon fibre aerodynamic components consisting of a new front and



rear bumper, along with a subtle boot lid spoiler.

To improve the Ghost's "wafting" performance, the SPOFEC N-TRONIC upgrade boosts engine output from 563bhp and 780Nm to 685bhp and 958Nm.

For the range-topping Ghost Series II V-Specification, the

gains are even greater

– power rises from 593bhp and 780Nm to 709bhp and 974Nm. This supposedly enables the uber-luxurious limo to zip from rest to 100km/h in 4.4 seconds, or half a second quicker than the standard car.



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MOD YOUR RIDE

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Formulated for big displacement engines, the **Motul 8100 X-cess** is claimed to improve both power and responsiveness, while offering longer intervals between oil changes.



Help maintain the performance of your dual-clutch gearbox with the aid of the **Motul Multi DCTF**. This fluid is suitable for both dry- and wet-clutch transmissions.



Keep your motor running smoothly with help from the **Motul Engine Clean**, which is engineered to dissolve harmful deposits and residues.



Boost your car's performance with the **Motul Fuel System Clean**, which is formulated to clear clogged injectors and remove condensation. The product works with carburetors, too.



Owners of turbocharged cars with direct fuel injection could consider the **Motul H-Tech Prime**, which supposedly keeps these types of engines cleaner with its anti-sludge properties.

MOD TALK

Window Films

Q1 What are the benefits of window films?

They reject infra-red rays and heat, and block ultraviolet rays that cause interior surfaces to fade.

Q2 Are there any disadvantages?

None. But the film must comply with LTA standards for reflectiveness and light transmittance.

Q3 How long does the tinting take?

A mid-size saloon takes around three to four hours. A multi-purpose vehicle requires at least six hours.

Q4 Is it normal for the film to have bubbles?

Yes, but these will eventually clear up. The hotter the weather, the faster they'll disappear.

Q5 Are ceramic films better than non-ceramic?

You should compare the infra-red and heat rejection properties to see which type suits your needs.

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598 HP	+ 21%
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BMW M4



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VW Golf R

RACECHIP ULTIMATE

TUNING	CHANGING
450 kW	+ 11%
612 HP	+ 11%
900 Nm	+ 20%



Porsche



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Speedhaus
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09/SEP



SSANGYONG TIVOLI

\$127,888
ON THE ROAD

This compact crossover is aimed squarely at younger motorists, with features such as selectable backlight colours for the instrument cluster, variable steering assistance settings and a nifty entertainment system with a 7-inch touchscreen. Even the car's name has "hipness" to it – according to SsangYong, Tivoli is "I LOV IT" spelt backwards.

■
RIVAL
RENAULT CAPTUR



MCLAREN 570S

PRICE
ON APPLICATION

This mid-engined sports car may be the brand's entry-level model, but its build and equipment are similar to its 650S sibling's. The 570S boasts a carbon fibre chassis and a 3.8-litre twin-turbo V8, which is paired to a 7-speed dual-clutch gearbox. Packing 570bhp (hence its moniker) and 600Nm, the 570S crushes the century dash in 3.2 seconds.

■
RIVAL
AUDI R8



MERCEDES-BENZ CLA SHOOTING BRAKE

PRICE
ON APPLICATION

This compact station wagon offers both looks and practicality in one stylish package. Compared to the CLA notchback, this estate provides easier entry/egress with its wider doors and added headroom in the rear. For load-hauling duties, this automobile's boot offers 495 litres, which can be expanded to 1354 litres by folding the rear seats.

■
RIVAL
VOLVO V60



BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ALFA ROMEO // EuroAutomobile Pte Ltd, tel: 6566-2200, www.alfaromeo.com.sg								
Giulietta 1.4 (A) 5dr	\$125,800	1368cc	4T/6DC	FF	170bhp/250Nm	7.7sec	218km/h	19.2km/L
Giulietta Quadrifoglio Verde 1.7 (A) 5dr	\$165,800	1742cc	4T/6DC	FF	240bhp/340Nm	6.6sec	244km/h	13.7km/L
4C 1.7 (A) coupe	\$356,109	1742cc	4T/6DC	MR	240bhp/350Nm	4.5sec	258km/h	14.7km/L
ALPINA // Munich Automobiles Pte Ltd, tel: 6473-7117								
B3 3.0 (A) 4dr	\$373,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	305km/h	13.2km/L
B3 Touring 3.0 (A) estate	\$383,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.3sec	302km/h	13.0km/L
B4 Coupe 3.0 (A)	\$388,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	303km/h	13.2km/L
B4 Convertible 3.0 (A)	\$408,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.5sec	301km/h	12.5km/L
D5 3.0 (A) 4dr	\$405,800	2993cc	6TD/8AT	FR	350bhp/700Nm	5.1sec	278km/h	16.9km/L
D5 Touring 3.0 (A) estate	POA	2993cc	6TD/8AT	FR	350bhp/700Nm	5.3sec	276km/h	16.1km/L
B7 4.4 (A) 4dr	\$670,800	4395cc	V8T/8AT	FR	540bhp/730Nm	4.6sec	312km/h	10.1km/L
XD3 3.0 (A) SUV	\$398,800	2993cc	6TD/8AT	F4	350bhp/700Nm	4.9sec	251km/h	15.2km/L
ASTON MARTIN // AM Automotive (S) Pte Ltd, tel: 6862-5868, www.astonmartin.com.sg								
V8 Vantage 4.7 coupe	\$578,109	4735cc	V8/GMT	FR	420bhp/470Nm	4.9sec	290km/h	7.8km/L
V8 Vantage 4.7 (A) coupe	\$598,109	4735cc	V8/7AM	FR	420bhp/470Nm	4.7sec	300km/h	7.6km/L
V8 Vantage S 4.7 (A) coupe	\$648,109	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V8 Vantage Roadster 4.7 (A)	\$633,109	4735cc	V8/7AM	FR	420bhp/470Nm	4.8sec	290km/h	7.8km/L
V8 Vantage S Roadster 4.7 (A)	\$683,109	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V12 Vantage S 5.9 coupe	\$898,109	5935cc	V12/7AM	FR	565bhp/620Nm	3.9sec	328km/h	6.1km/L
DB9 5.9 (A) coupe	\$866,109	5935cc	V12/6AT	FR	517bhp/620Nm	4.6sec	295km/h	7.0km/L
Rapide S 5.9 (A) 4dr	\$996,109	5935cc	V12/8AT	FR	552bhp/630Nm	4.4sec	327km/h	7.8km/L
Vanquish 5.9 (A) coupe	\$1,216,109	5935cc	V12/8AT	FR	568bhp/630Nm	3.8sec	324km/h	7.8km/L
Vanquish Volante 5.9 (A) conv	\$1,266,109	5935cc	V12/8AT	FR	568bhp/630Nm	4.0sec	317km/h	7.8km/L
AUDI // Premium Automobiles Pte Ltd, tel: 6566-1111, www.audi.com.sg								
A1 Sportback 1.0 (A) 5dr	\$132,000	999cc	3T/7DC	FF	95bhp/160Nm	10.9sec	186km/h	22.7km/L
A3 Sportback 1.4 (A) 5dr	\$160,400	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
A3 Sportback 1.8 (A) 5dr	POA	1798cc	4T/7DC	FF	180bhp/250Nm	7.3sec	232km/h	17.9km/L
A3 Sedan 1.4 (A)	\$162,600	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	211km/h	20.0km/L
A3 Cabriolet 1.4 (A)	\$199,300	1395cc	4T/7DC	FF	125bhp/200Nm	10.2sec	211km/h	19.6km/L
S3 Sportback 2.0 (A) 5dr	\$246,250	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
S3 Sedan 2.0 (A)	\$249,850	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
A4 1.8 (A) 4dr	\$182,200	1798cc	4T/CVT	FF	170bhp/320Nm	8.3sec	225km/h	17.2km/L
A4 2.0 (A) 4dr	POA	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S4 3.0 (A) 4dr	\$335,550	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	10.6km/L
A4 Avant 2.0 (A) estate	\$237,750	1984cc	4T/CVT	FF	211bhp/350Nm	7.4sec	232km/h	13.7km/L
RS4 Avant 4.2 (A) estate	\$493,350	4163cc	V8/7DC	F4	450bhp/430Nm	4.7sec	250km/h	9.3km/L
A5 2.0 (A) coupe	\$266,950	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S5 3.0 (A) coupe	\$359,650	2995cc	V6S/7DC	F4	333bhp/440Nm	4.9sec	250km/h	12.3km/L
RS5 4.2 (A) coupe	\$516,450	4163cc	V8/7DC	F4	450bhp/430Nm	4.6sec	250km/h	9.3km/L
A5 Sportback 1.8 (A) 5dr	\$245,650	1798cc	4T/CVT	FF	170bhp/320Nm	8.4sec	220km/h	16.9km/L
A5 Sportback 2.0 (A) 5dr	\$267,550	1984cc	4T/7DC	F4	211bhp/350Nm	6.6sec	241km/h	14.3km/L
S5 Sportback 3.0 (A) 5dr	\$350,950	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.3km/L
A5 Cabriolet 2.0 (A)	\$302,450	1984cc	4T/7DC	F4	211bhp/350Nm	7.3sec	238km/h	13.9km/L
S5 Cabriolet 3.0 (A)	\$404,250	2995cc	V6S/7DC	F4	333bhp/440Nm	5.4sec	250km/h	11.7km/L
A6 1.8 (A) 4dr	\$255,800	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	17.5km/L
A6 2.0 (A) 4dr	\$276,600	1984cc	4T/7DC	FF	252bhp/370Nm	6.7sec	250km/h	16.9km/L
A6 3.0 (A) 4dr	\$369,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	13.2km/L
S6 4.0 (A) 4dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.6sec	250km/h	10.4km/L
A6 Avant 1.8 (A) estate	\$270,900	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	16.9km/L
A6 Avant 3.0 (A) estate	\$381,200	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.8km/L
RS6 Avant 4.0 (A) estate	\$554,300	3993cc	V8T/8AT	F4	560bhp/700Nm	3.9sec	250km/h	10.2km/L
A7 2.0 (A) 5dr	\$308,800	1984cc	4T/7DC	FF	252bhp/370Nm	6.9sec	250km/h	16.9km/L
A7 2.8 (A) 5dr	POA	2773cc	V6/7DC	F4	204bhp/280Nm	8.3sec	235km/h	12.5km/L
A7 3.0 (A) 5dr	\$389,800	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	13.2km/L

EXPLANATORY NOTES

POA Price on application
5dr Five-door hatchback
4dr Four-door saloon
3dr Three-door hatchback
conv Convertible
SUV Sports utility vehicle
MPV Multi-purpose vehicle

Engine Format
T Turbocharged
S Supercharged
H Hybrid
F Flat
D Diesel
EV Electric vehicle
EVRE EV range extender

Transmission
xMT Manual
xAT Automatic
xAM Automated manual
xDC Dual-clutch
CVT Continuously variable

Driveline
Fx Front-engine
Mx Mid-engine
Rx Rear-engine
xF Front-wheel-drive
xR Rear-wheel-drive
x4 Four-wheel-drive

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
AUDI continued							TOP SPEED	
S7 4.0 (A) 5dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.7sec	250km/h	10.4km/L 225
A8L 3.0 (A) 4dr	\$422,200	2995cc	V6S/8AT	F4	310bhp/440Nm	5.9sec	250km/h	12.7km/L 184
A8L 3.0 TDI (A) 4dr	POA	2967cc	V6TD/8AT	F4	258bhp/580Nm	6.1sec	250km/h	16.7km/L 158
A8L 4.0 (A) 4dr	\$534,000	3993cc	V8T/8AT	F4	435bhp/600Nm	4.6sec	250km/h	10.9km/L 216
A8L 4.2 TDI (A) 4dr	POA	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.6sec	250km/h	12.8km/L 198
A8L 6.3 (A) 4dr	POA	6299cc	W12/8AT	F4	500bhp/625Nm	4.6sec	250km/h	8.8km/L 264
S8 4.0 (A) 4dr	\$681,900	3993cc	V8T/8AT	F4	520bhp/650Nm	4.1sec	250km/h	10.4km/L 225
Q3 1.4 (A) SUV	\$193,300	1395cc	4T/6DC	FF	150bhp/250Nm	8.9sec	200km/h	16.1km/L 145
Q3 2.0 (A) SUV	\$213,900	1984cc	4T/7DC	F4	170bhp/280Nm	7.8sec	212km/h	13.0km/L 174
Q3 211 2.0 (A) SUV	POA	1984cc	4T/7DC	F4	211bhp/300Nm	6.9sec	230km/h	13.0km/L 179
Q5 2.0 (A) SUV	\$242,350	1984cc	4T/8AT	F4	225bhp/350Nm	7.1sec	222km/h	12.7km/L 184
SQ5 3.0 (A) SUV	\$325,250	2995cc	V6S/8AT	F4	354bhp/470Nm	5.4sec	250km/h	11.8km/L 199
Q7 3.0 TDI (A) SUV	POA	2967cc	V6TD/8AT	F4	240bhp/550Nm	8.1sec	215km/h	11.9km/L 195
Q7 3.0 (A) SUV	POA	2995cc	V6S/8AT	F4	272bhp/400Nm	7.9sec	222km/h	9.3km/L 249
Q7 3.0 (A) SUV	POA	2995cc	V6S/8AT	F4	333bhp/440Nm	6.9sec	243km/h	9.3km/L 249
TT 2.0 (A) coupe	\$253,200	1984cc	4T/6DC	FF	230bhp/370Nm	5.9sec	250km/h	15.9km/L 146
TTS 2.0 (A) coupe	POA	1984cc	4T/6DC	F4	310bhp/380Nm	4.6sec	250km/h	14.7km/L 157
TT Roadster 2.0 (A)	\$275,700	1984cc	4T/6DC	FF	230bhp/370Nm	6.1sec	250km/h	14.9km/L 154
R8 4.2 (A) coupe	\$725,180	4163cc	V8/7DC	M4	430bhp/430Nm	4.3sec	300km/h	8.1km/L 289
R8 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	525bhp/530Nm	3.6sec	314km/h	7.6km/L 305
R8 V10 Plus 5.2 (A) coupe	\$979,750	5204cc	V10/7DC	M4	550bhp/540Nm	3.5sec	317km/h	7.8km/L 299
R8 Spyder 4.2 (A)	\$788,200	4163cc	V8/7DC	M4	430bhp/430Nm	4.5sec	300km/h	7.9km/L 294
R8 Spyder 5.2 (A)	\$956,600	5204cc	V10/7DC	M4	525bhp/530Nm	3.8sec	311km/h	7.5km/L 310

BENTLEY // Wearnes Automotive, tel: 6473-7755, www.wearnesauto.com

Mulsanne 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	505bhp/1020Nm	5.3sec	296km/h	6.8km/L 342
Mulsanne Speed 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	530bhp/1100Nm	4.9sec	305km/h	6.8km/L 342
Flying Spur V8 4.0 (A) 4dr	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.2sec	295km/h	9.2km/L 254
Flying Spur W12 6.0 (A) 4dr	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.6sec	320km/h	6.8km/L 343
Continental GT V8 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	4.8sec	303km/h	9.5km/L 254
Continental GT V8 S 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.3sec	309km/h	9.4km/L 254
Continental GT 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	567bhp/700Nm	4.5sec	318km/h	6.9km/L 338
Continental GT Speed 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.2sec	329km/h	6.8km/L 338
Continental GTC V8 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.0sec	301km/h	9.1km/L 254
Continental GTC 6.0 (A) conv	POA	5998cc	W12T/6AT	F4	567bhp/700Nm	4.8sec	314km/h	6.1km/L 384

BMW // Performance Motors Ltd, tel: 6319-0100, www.bmw.com.sg

116d 1.5 (A) 5dr	POA	1496cc	3TD/8AT	FR	116bhp/270Nm	10.3sec	200km/h	24.4km/L 107
218i Active Tourer (A) 5dr	\$160,800	1499cc	3T/6AT	FF	136bhp/220Nm	9.2sec	205km/h	18.9km/L 124
220i Coupe Sport 2.0 (A)	\$192,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.0sec	230km/h	16.7km/L 139
228i Coupe M Sport 2.0 (A)	\$203,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	15.9km/L 148
220i Convertible 2.0 (A)	\$207,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	226km/h	15.4km/L 152
228i Convertible Sport 2.0 (A)	\$219,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	14.9km/L 157
320i EfficientDynamics 1.6 (A) 4dr	POA	1598cc	4T/8AT	FR	170bhp/250Nm	7.6sec	230km/h	18.5km/L 127
320i Luxury 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L 138
320i M Sport 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L 138
320d M Sport 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.4sec	230km/h	22.2km/L 118
328i 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.9km/L 147
335i M Sport 3.0 (A) 4dr	\$300,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	12.6km/L 169
320i GT 2.0 (A) 5dr	\$227,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.9sec	229km/h	15.9km/L 147
328i GT 2.0 (A) 5dr	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.4km/L 151
335i GT 3.0 (A) 5dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.4sec	250km/h	13.0km/L 179
420i Coupe 2.0 (A)	\$231,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L 142
428i Coupe 2.0 (A)	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.8sec	250km/h	15.6km/L 149
435i Coupe 3.0 (A)	\$291,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.1sec	250km/h	14.4km/L 169
420i Convertible 2.0 (A)	\$259,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L 142
428i Convertible 2.0 (A)	\$285,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.4sec	250km/h	14.9km/L 157
435i Convertible M Sport 3.0 (A)	\$334,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	13.0km/L 180

CARBON EMISSIONS-BASED VEHICLE SCHEME (CEVS)

CO2 emission g/km	Rebate (-)	CO2 emission g/km	Surcharge (+)
≤95	- \$30,000	186-200	+ \$5000
96-105	- \$15,000	201-215	+ \$10,000
106-120	- \$10,000	216-230	+ \$15,000
121-135	- \$5000	>230	+ \$30,000
136-185	\$0		

All prices listed include COE and are meant to serve as a guide. Please visit www.torque.com.sg/buy for the latest car prices.

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
BMW continued								
420i Gran Coupe 2.0 (A) 4dr	\$229,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	236km/h	15.9km/L
428i Gran Coupe 2.0 (A) 4dr	\$254,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	15.6km/L
435i Gran Coupe 3.0 (A) 4dr	\$305,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.2sec	250km/h	13.2km/L
520i 2.0 (A) 4dr	\$233,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.0sec	226km/h	15.6km/L
520d 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.9sec	231km/h	20.4km/L
528i 2.0 (A) 4dr	\$248,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.3sec	250km/h	13.1km/L
535i M Sport 3.0 (A) 4dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.9km/L
535d 3.0 (A) 4dr	POA	2993cc	6TD/8AT	FR	313bhp/630Nm	5.3sec	250km/h	17.9km/L
535i Touring 3.0 (A) estate	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.7km/L
535i GT 3.0 (A) 5dr	\$350,800	2979cc	6T/8AT	FR	306bhp/400Nm	6.3sec	250km/h	12.2km/L
640i Coupe 3.0 (A)	\$370,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.3sec	250km/h	13.2km/L
650i Coupe 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	4.9sec	250km/h	9.6km/L
640i Convertible 3.0 (A)	\$407,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.6km/L
650i Convertible 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	5.0sec	250km/h	9.3km/L
640i Gran Coupe 3.0 (A) 4dr	\$376,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	12.6km/L
650i Gran Coupe 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.6km/L
730Li 3.0 (A) 4dr	POA	2996cc	6/8AT	FR	258bhp/310Nm	7.5sec	250km/h	11.5km/L
740Li Luxury 3.0 (A) 4dr	\$444,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.7km/L
750Li 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.8sec	250km/h	11.6km/L
i3 Interior Design Lodge (A) 5dr	\$212,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i3 Interior Design Suite (A) 5dr	\$216,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i8 Pure Impulse 1.5 (A) coupe	\$580,800	1499cc	3TH/6AT	M4	230bhp/320Nm	4.4sec	250km/h	47.6km/L
X3 sDrive20i 2.0 (A) SUV	\$211,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.2sec	210km/h	14.1km/L
X3 xDrive28i 2.0 (A) SUV	\$268,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.5sec	230km/h	13.5km/L
X3 xDrive35i 3.0 (A) SUV	\$311,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.7sec	245km/h	10.5km/L
X4 xDrive20i 2.0 (A) SUV	\$253,800	1997cc	4T/8AT	F4	184bhp/270Nm	8.1sec	212km/h	13.7km/L
X4 xDrive28i 2.0 (A) SUV	\$281,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.4sec	232km/h	13.5km/L
X4 xDrive35i 3.0 (A) SUV	\$326,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.5sec	247km/h	12.0km/L
X5 xDrive35i 3.0 (A) SUV	\$343,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.5sec	235km/h	11.8km/L
X5 xDrive50i 4.4 (A) SUV	\$430,800	4395cc	V8T/8AT	F4	450bhp/650Nm	5.0sec	250km/h	9.5km/L
X6 xDrive35i 3.0 (A) SUV	\$374,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.4sec	240km/h	11.6km/L
X6 xDrive50i 4.4 (A) SUV	\$476,800	4395cc	V8T/8AT	F4	450bhp/650Nm	4.8sec	250km/h	10.3km/L
Z4 Roadster sDrive20i 2.0 (A)	\$247,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.2sec	232km/h	14.7km/L
Z4 Roadster sDrive28i 2.0 (A)	\$270,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	14.7km/L
Z4 Roadster sDrive35is 3.0 (A)	\$340,800	2979cc	6T/7DC	FR	340bhp/450Nm	4.8sec	250km/h	11.1km/L

BMW M // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M3 Sedan 3.0 (A)	\$353,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M4 Coupe 3.0 (A)	\$363,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M5 Competition 4.4 (A) 4dr	\$478,800	4395cc	V8T/7DC	FR	575bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Coupe 4.4 (A)	\$529,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Convertible 4.4 (A)	\$574,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.3sec	250km/h	9.7km/L
M6 Gran Coupe 4.4 (A) 4dr	\$551,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	305km/h	10.1km/L
X5M 4.4 (A) SUV	POA	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L
X6M 4.4 (A) SUV	POA	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L

BMW M PERFORMANCE // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M135i 3.0 (A) 5dr	\$226,800	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L
M235i Coupe 3.0 (A)	\$236,800	2979cc	6T/8AT	FR	326bhp/450Nm	4.8sec	250km/h	13.2km/L
M235i Convertible 3.0 (A)	\$251,800	2979cc	6T/8AT	FR	326bhp/450Nm	5.0sec	250km/h	12.6km/L
X5 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	14.9km/L
X6 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	13.0km/L

CHERY // Vertex Automobile Pte Ltd, tel: 6742-2883, www.chery-vertex.com.sg

Fulwin 2 1.5 4dr	\$75,999	1497cc	4/5MT	FF	107bhp/140Nm	not avail.	160km/h	14.3km/L
J3 1.6 4dr	\$78,999	1597cc	4/5MT	FF	117bhp/147Nm	14.8sec	174km/h	12.5km/L

CHEVROLET // Alpine Motors, tel: 6511-3033, www.chevrolet.com.sg

Spark 1.0 (A) 5dr	\$101,999	995cc	4/4AT	FF	68bhp/89Nm	17.5sec	143km/h	16.7km/L
Sonic 1.4 (A) 4dr	\$108,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.6km/L
Sonic Hatch 1.4 (A)	\$104,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.4km/L
Cruze 1.4 (A) 4dr	\$124,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.4sec	204km/h	14.7km/L
Cruze Station Wagon 1.4 (A)	\$127,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.8sec	202km/h	14.7km/L
Orlando LS 1.4 (A) MPV	\$136,999	1362cc	4T/6AT	FF	140bhp/200Nm	11.2sec	191km/h	14.1km/L
Captiva 2.4 LT (A) SUV	\$159,999	2384cc	4/6AT	FF	167bhp/230Nm	10.8sec	181km/h	10.9km/L
Malibu 2.4 (A) 4dr	\$144,999	2384cc	4/6AT	F4	167bhp/225Nm	9.7sec	206km/h	12.8km/L

CHRYSLER // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.chrysler.com

300C 3.6 (A) 4dr	\$288,000	3604cc	V6/8AT	FR	286bhp/340Nm	7.6sec	240km/h	10.3km/L
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CHRYSLER continued

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
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Grand Voyager 2.8 (A) MPV

\$248,000

2776cc

4TD/6AT

FF

160bhp/360Nm

12.8sec

185km/h

11.4km/L

not avail

CITROEN // Cycle & Carriage France Pte Ltd, tel: 6479-2792, www.citroen.com.sg

DS3 1.4 EGS (A) 3dr	POA	1397cc	4/5AM	FF	95bhp/136Nm	11.8sec	184km/h	17.8km/L	127
DS3 Cabrio 1.6 (A) conv	POA	1598cc	4/4AT	FF	120bhp/160Nm	10.9sec	190km/h	15.2km/L	153
DS4 e-HDi 1.6 (A) 5dr	POA	1560cc	4TD/6AM	FF	110bhp/270Nm	11.3sec	190km/h	22.7km/L	114
DS4 So Chic 1.6 (A) 5dr	POA	1598cc	4T/6AT	FF	161bhp/240Nm	8.8sec	212km/h	13.0km/L	178
DS4 Sport Chic 1.6 5dr	POA	1598cc	4T/6MT	FF	200bhp/275Nm	8.5sec	235km/h	15.6km/L	149
DS5 e-HDi 1.6 (A) 5dr	\$160,988	1560cc	4TD/6AM	FF	115bhp/270Nm	10.1sec	191km/h	23.3km/L	112
DS5 Hybrid 4 2.0 (A) 5dr	POA	1997cc	4TDH/6AM	F4	200bhp/300Nm	9.2sec	211km/h	30.3km/L	85
C4 Cactus 1.2 (A) 5dr	\$115,988	1199cc	3/5AM	FF	80bhp/118Nm	15.0sec	172km/h	23.3km/L	98
C4 Picasso e-HDi 1.6 (A) MPV	\$125,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.3sec	189km/h	25.0km/L	105
Grand C4 Picasso e-HDi 1.6 (A) MPV	\$143,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.6sec	189km/h	25.0km/L	105
Grand C4 Picasso 1.6 THP (A) MPV	\$154,988	1598cc	4T/6AT	FF	165bhp/240Nm	10.0sec	189km/h	17.8km/L	130

DAIHATSU // Sin Tien Seng Pte Ltd, tel: 6748-1166, www.sts.com.sg

Terios 1.5 (A) 4wd SUV	POA	1495cc	4/4AT	F4	105bhp/140Nm	12.6sec	150km/h	11.9km/L	179
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FERRARI // Ital Auto, tel: 6475-1118, www.italauto.com.sg

California T 3.9 (A) conv	\$963,109	3855cc	V8T/7DC	FR	560bhp/755Nm	3.6sec	316km/h	9.5km/L	250
488 GTB 3.9 (A) coupe	\$1,053,109	3902cc	V8T/7DC	MR	670bhp/760Nm	3.0sec	330km/h	8.8km/L	260
458 Spider 4.5 (A) conv	POA	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	320km/h	8.4km/L	275
FF 6.3 (A) coupe	\$1,499,109	6262cc	V12/7DC	F4	660bhp/683Nm	3.7sec	335km/h	6.5km/L	360
F12berlinetta 6.3 (A) coupe	\$1,558,109	6262cc	V12/7DC	FR	740bhp/690Nm	3.1sec	340km/h	6.7km/L	350

FIAT // TTS Eurocars Pte Ltd, tel: 6842-2222, www.fiat.com.sg

500 1.4 (A) 3dr	\$120,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C 1.4 (A) conv	\$125,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
500 Gucci 1.4 (A) 3dr	\$136,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C Gucci 1.4 (A) conv	\$141,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
Bravo T-Jet 1.4 (A) 5dr	\$144,900	1368cc	4T/6AM	FF	150bhp/206Nm	8.5sec	212km/h	14.1km/L	132

FORD // Regent Motors Ltd, tel: 6376-2233, www.regentmotors.com.sg

Fiesta Trend 1.0 (A) 5dr	POA	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Fiesta Titanium 1.0 (A) 5dr	\$105,999	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Focus Trend 1.6 (A) 4dr	\$113,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L	149
Focus Trend 1.6 (A) estate	\$113,999	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L	149
Focus Titanium 1.6 (A) 4dr	\$119,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L	149
Focus Titanium 1.6 (A) 5dr	\$119,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	194km/h	16.1km/L	149
Focus Titanium 1.6 (A) estate	POA	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L	149
Focus ST 2.0 5dr	POA	1999cc	4T/6MT	FF	250bhp/345Nm	6.5sec	248km/h	13.9km/L	169
Mondeo 2.0 (A) 4dr	\$160,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Mondeo 2.0 (A) 5dr	\$165,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Kuga Trend 1.5 (A) SUV	\$137,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
Kuga Titanium 1.5 (A) SUV	\$153,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
S-Max 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	240bhp/340Nm	7.9sec	235km/h	11.6km/L	194
Galaxy 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	203bhp/300Nm	8.8sec	217km/h	12.3km/L	189
Galaxy 2.0 TDCi (A) MPV	POA	1997cc	4TD/6DC	FF	163bhp/340Nm	10.4sec	200km/h	16.7km/L	159

HONDA // Kah Motor Co Sdn Bhd, tel: 6840-6888, www.honda.com.sg

Jazz 1.3 (A) 5dr	\$104,999	1318cc	4/CVT	FF	100bhp/119Nm	12.9sec	175km/h	19.6km/L	121
Jazz RS 1.5 5dr	\$108,999	1498cc	4/6MT	FF	130bhp/155Nm	9.4sec	200km/h	18.9km/L	122
Jazz RS 1.5 (A) 5dr	\$108,999	1498cc	4/CVT	FF	130bhp/155Nm	9.6sec	196km/h	18.9km/L	127
City 1.5 (A) 4dr	\$109,999	1497cc	4/CVT	FF	120bhp/145Nm	11.0sec	192km/h	17.5km/L	135
Civic 1.6 (A) 4dr	\$124,999	1598cc	4/5AT	FF	125bhp/151Nm	12.4sec	197km/h	14.7km/L	162
HR-V 1.5 (A) 5dr	\$126,999	1497cc	4/CVT	FF	120bhp/145Nm	11.8sec	179km/h	15.4km/L	155
Accord 2.0 (A) 4dr	\$155,999	1997cc	4/5AT	FF	155bhp/190Nm	11.9sec	209km/h	13.2km/L	181
Accord 2.4 (A) 4dr	\$172,999	2356cc	4/5AT	FF	175bhp/225Nm	10.5sec	224km/h	12.3km/L	192
Mobilio 1.5 (A) MPV	\$123,999	1497cc	4/CVT	FF	120bhp/145Nm	11.6sec	160km/h	16.1km/L	148
Odyssey EX-S 2.4 (A) MPV	\$165,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
Odyssey EXV-S 2.4 (A) MPV	\$173,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
CR-V RVS 2.4 (A) SUV	\$158,999	2354cc	4/5AT	FF	190bhp/222Nm	10.8sec	190km/h	11.9km/L	196

HYUNDAI // Komoco Motors Pte Ltd, tel: 6475-8888, www.hyundai.com.sg

Accent 1.4 (A) 4dr	\$83,888	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	17.5km/L	146
Accent 1.4 (A) 5dr	\$84,699	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	16.7km/L	143
Elantra 1.6 (A) 4dr	\$89,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159
Elantra Elite 1.6 (A) 4dr	\$96,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
HYUNDAI continued								
i40 2.0 (A) estate	POA	1998cc	4/6AT	FF	177bhp/213Nm	10.8sec	200km/h	13.9km/L
Sonata VIII 2.0 (A) 4dr	\$126,999	1999cc	4/6AT	FF	157bhp/196Nm	11.1sec	200km/h	12.5km/L
Genesis 3.8 (A) 4dr	POA	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Grand Genesis 3.8 (A) 4dr	\$265,999	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Tucson SP 2.0 (A) SUV	\$136,999	1999cc	4/6AT	FF	152bhp/191Nm	11.5sec	177km/h	11.9km/L
Santa Fe 2.4 (A) SUV	\$160,999	2359cc	4/6AT	F4	192bhp/242Nm	10.9sec	190km/h	11.2km/L
Veloster 1.6 (A) coupe	\$98,999	1591cc	4/6DC	FF	140bhp/167Nm	10.3sec	200km/h	16.1km/L
Veloster Turbo 1.6 (A) coupe	\$114,999	1591cc	4T/6AT	FF	186bhp/265Nm	8.1sec	214km/h	13.0km/L

INFINITI // Wearnes Automotive, tel: 6430-4840, www.infiniti-singapore.com

Q50 Premium 2.0 (A) 4dr	\$183,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q50 Sport 2.0 (A) 4dr	\$201,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q60 3.7 (A) conv	\$309,800	3696cc	V6/7AT	FR	320bhp/360Nm	5.8sec	250km/h	8.8km/L
Q70 Premium 2.5 (A) 4dr	\$232,800	2496cc	V6/7AT	FR	219bhp/253Nm	9.2sec	231km/h	10.1km/L
Q70 Premium 3.7 (A) 4dr	\$299,800	3696cc	V6/7AT	FR	320bhp/360Nm	6.2sec	250km/h	9.8km/L
Q70 Hybrid 3.5 (A) 4dr	\$309,800	3498cc	V6H/7AT	FR	360bhp/350Nm	5.5sec	250km/h	14.3km/L
QX70 Premium 3.7 (A) SUV	\$319,800	3696cc	V6/7AT	F4	320bhp/360Nm	6.8sec	233km/h	8.2km/L
QX70 Sport Premium 5.0 (A) SUV	\$369,800	5026cc	V8/7AT	F4	390bhp/500Nm	5.8sec	250km/h	7.6km/L

JAGUAR // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

XF Luxury 2.2D (A) 4dr	POA	2179cc	4TD/8AT	FR	163bhp/400Nm	10.5sec	209km/h	19.2km/L
XF Luxury 2.0 (A) 4dr	\$194,999	1999cc	4T/8AT	FR	240bhp/340Nm	7.9sec	209km/h	11.2km/L
XF Premium Luxury 3.0 (A) 4dr	POA	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XFR 5.0 (A) 4dr	POA	5000cc	V8S/6AT	FR	510bhp/625Nm	4.9sec	250km/h	8.0km/L
XJ Premium Luxury SWB 2.0 (A) 4dr	\$304,999	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L
XJ Premium Luxury LWB 2.0 (A) 4dr	\$345,000	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L
XJ Premium Luxury LWB 3.0 (A) 4dr	\$410,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XJ LWB Autobiography 5.0 (A)	\$555,000	5000cc	V8S/8AT	FR	510bhp/625Nm	4.9sec	250km/h	8.6km/L
F-Type Coupe 3.0 (A)	\$420,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.4km/L
F-Type S Coupe 3.0 (A)	\$460,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type R Coupe 5.0 (A)	\$570,000	5000cc	V8S/8AT	FR	550bhp/680Nm	4.2sec	300km/h	9.0km/L
F-Type 3.0 (A) conv	\$440,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.1km/L
F-Type S 3.0 (A) conv	\$480,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type V8 S 5.0 (A) conv	\$590,000	5000cc	V8S/8AT	FR	495bhp/625Nm	4.3sec	300km/h	9.0km/L

JEEP // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.jeep.com.sg

Cherokee Limited 2.4 (A) SUV	\$238,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Cherokee Trailhawk 2.4 (A) SUV	\$248,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Wrangler Sahara 3.6 (A) 3dr	\$248,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.1sec	180km/h	8.8km/L
Wrangler Sahara 3.6 (A) 5dr	\$263,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.9sec	180km/h	8.5km/L
Wrangler Sahara 2.8 (A) 5dr	\$263,000	2776cc	4TD/5AT	F4	200bhp/460Nm	10.7sec	172km/h	11.4km/L
Grand Cherokee Summit 3.6 (A)	\$318,000	3604cc	V6/8AT	F4	286bhp/347Nm	9.1sec	206km/h	11.4km/L
Grand Cherokee Summit 3.0 (A)	POA	2987cc	V6TD/8AT	F4	247bhp/570Nm	8.2sec	202km/h	13.3km/L
Grand Cherokee SRT8 6.4 (A)	\$388,000	6424cc	V8/5AT	F4	477bhp/630Nm	4.8sec	250km/h	6.1km/L

KIA // Cycle & Carriage Kia Pte Ltd, tel: 6427-8888, www.kia.com.sg

Rio 1.4 (A) 5dr	\$96,999	1396cc	4/4AT	FF	107bhp/135Nm	13.2sec	170km/h	17.5km/L
Forte K3 EX 1.6 (A) 4dr	\$93,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Forte K3 SX Sport 1.6 (A) 4dr	\$103,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Sportage 2.0 EX (A) SUV	\$131,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sportage 2.0 SX (A) SUV	\$137,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sorento 2.4 EX (A) SUV	\$152,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.4 SX (A) SUV	\$162,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.2D (A) SUV	\$164,999	2199cc	4TD/6AT	F4	200bhp/441Nm	9.6sec	203km/h	14.9km/L
Carens 2.0 (A) MPV	\$117,999	1999cc	4/6AT	FF	166bhp/213Nm	10.8sec	200km/h	12.7km/L
Optima K5 2.0 (A) 4dr	\$125,999	1999cc	4/6AT	FF	165bhp/196Nm	10.6sec	208km/h	13.2km/L
Optima K5 2.4 (A) 4dr	POA	2359cc	4/6AT	FF	180bhp/231Nm	9.5sec	210km/h	11.8km/L

LAMBORGHINI // EuroSports Auto Pte Ltd, tel: 6565-5995, www.lamborghinisingapore.com

Huracan LP610-4 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.2sec	325km/h	8.0km/L
Aventador LP700-4 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	700bhp/690Nm	2.9sec	350km/h	5.8km/L
Aventador LP750-4 Superveloce 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	750bhp/690Nm	2.8sec	350km/h	6.3km/L
Aventador Roadster LP700-4 6.5 (A)	POA	6498cc	V12/7AM	M4	700bhp/690Nm	3.0sec	350km/h	5.8km/L

LAND ROVER // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

Discovery Sport 2.0 (A) SUV	\$260,000	1999cc	4T/9AT	F4	240bhp/340Nm	8.2sec	200km/h	12.0km/L
Discovery 3.0 (A) SUV	\$315,000	2993cc	V6TD/8AT	F4	256bhp/600Nm	9.3sec	180km/h	11.3km/L
Range Rover Evoque 2.0 (A) 5dr	\$223,888	1999cc	4T/9AT	F4	240bhp/340Nm	7.6sec	217km/h	12.8km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
LAND ROVER continued								
Range Rover Vogue 3.0D (A) SUV	\$545,000	2993cc	V6TD/8AT	F4	258bhp/600Nm	10.3sec	210km/h	13.3km/L
Range Rover Vogue 4.4D (A) SUV	POA	4367cc	V8TD/8AT	F4	339bhp/700Nm	6.9sec	218km/h	11.5km/L
Range Rover Vogue 5.0 (A) SUV	\$710,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.4sec	250km/h	7.6km/L
Range Rover LWB 5.0 (A) SUV	\$830,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.8sec	225km/h	7.8km/L
Range Rover Sport 3.0D (A) SUV	\$440,000	2993cc	V6TD/8AT	F4	292bhp/600Nm	7.2sec	210km/h	13.3km/L
Range Rover Sport 3.0 (A) SUV	\$470,000	2995cc	V6S/8AT	F4	340bhp/450Nm	7.2sec	210km/h	9.3km/L
Range Rover Sport 5.0 (A) SUV	\$600,000	5000cc	V8S/6AT	F4	510bhp/625Nm	6.2sec	225km/h	6.7km/L

LEXUS // Borneo Motors (S) Pte Ltd, tel: 6631-1388, www.lexus.com.sg

CT200h Executive 1.8 (A) 5dr	\$184,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
CT200h Luxury 1.8 (A) 5dr	\$204,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
IS250 Executive 2.5 (A) 4dr	\$224,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS250 Luxury 2.5 (A) 4dr	\$240,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS300h Executive 2.5 (A) 4dr	\$233,000	2494cc	4H/CVT	FR	223bhp/300Nm	8.5sec	200km/h	20.0km/L	117
ES250 Executive 2.5 (A) 4dr	\$225,000	2494cc	4/6AT	FF	184bhp/235Nm	9.8sec	207km/h	12.5km/L	188
ES300h Executive 2.5 (A) 4dr	\$235,000	2494cc	4H/CVT	FF	205bhp/270Nm	8.5sec	180km/h	18.2km/L	130
GS250 Executive 2.5 (A) 4dr	\$256,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	207
GS250 Premium 2.5 (A) 4dr	\$268,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	215
GS350 Luxury 3.5 (A) 4dr	\$318,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS350 F Sport 3.5 (A) 4dr	\$339,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS450h Luxury 3.5 (A) 4dr	POA	3456cc	V6H/CVT	FR	345bhp/352Nm	6.0sec	250km/h	16.4km/L	141
RC350 Luxury 3.5 (A) coupe	\$312,000	3456cc	V6/8AT	FR	312bhp/378Nm	6.3sec	230km/h	10.4km/L	217
RC F 5.0 (A) coupe	\$432,000	4969cc	V8/8AT	FR	470bhp/530Nm	4.5sec	270km/h	9.1km/L	253
LS460 4.6 (A) 4dr	\$501,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460 F Sport 4.6 (A) 4dr	\$517,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460L 4.6 (A) 4dr	\$554,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS600hL 5.0 (A) 5-seat 4dr	\$648,000	4969cc	V8H/CVT	F4	438bhp/520Nm	6.3sec	250km/h	10.7km/L	219
NX200t Classic 2.0 (A) SUV	\$228,000	1998cc	4T/6AT	F4	234bhp/350Nm	7.3sec	200km/h	13.0km/L	178
NX300h Executive 2.5 (A) SUV	\$250,000	2494cc	4H/CVT	F4	197bhp/270Nm	9.2sec	180km/h	19.6km/L	117
RX270 Executive 2.7 (A) SUV	POA	2672cc	4/6AT	FR	185bhp/252Nm	11.0sec	200km/h	10.4km/L	226
RX350 Executive 3.5 (A) SUV	POA	3456cc	V6/6AT	F4	277bhp/346Nm	8.0sec	200km/h	9.3km/L	250
RX450h Executive 3.5 (A) SUV	\$348,000	3456cc	V6H/CVT	F4	299bhp/334Nm	7.8sec	200km/h	15.9km/L	145

LOTUS // Richburg Motors (S) Pte Ltd, tel: 6283-7076

Elise Club Racer 1.6 conv	\$225,557	1598cc	4/GMT	MR	136bhp/160Nm	6.5sec	204km/h	15.9km/L	149
Exige S 3.5 coupe	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	274km/h	9.9km/L	235
Exige S Automatic 3.5 (A)	POA	3456cc	V6S/6AT	MR	345bhp/400Nm	3.9sec	261km/h	10.4km/L	222
Exige S Roadster 3.5	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	233km/h	9.9km/L	236
Evora 3.5 coupe	\$354,777	3456cc	V6/GMT	MR	276bhp/350Nm	5.0sec	262km/h	10.8km/L	217
Evora 3.5 (A) coupe	\$371,777	3456cc	V6/6AT	MR	276bhp/350Nm	5.3sec	250km/h	11.4km/L	210
Evora S 3.5 coupe	\$410,777	3456cc	V6S/GMT	MR	345bhp/400Nm	4.6sec	286km/h	10.1km/L	229
Evora S 3.5 (A) coupe	\$426,777	3456cc	V6S/6AT	MR	345bhp/400Nm	4.7sec	269km/h	10.3km/L	224

MASERATI // Hong Seh Motors Pte Ltd, tel: 6266-1555, www.hongseh.com

GranTurismo 4.2 (A) coupe	POA	4244cc	V8/6AT	FR	405bhp/460Nm	5.2sec	285km/h	6.8km/L	345
GranTurismo Sport 4.7 (A) coupe	POA	4691cc	V8/6AT	FR	460bhp/520Nm	4.8sec	298km/h	7.0km/L	354
GranTurismo MC Stradale 4.7 (A)	POA	4691cc	V8/6AM	FR	450bhp/510Nm	4.6sec	301km/h	6.9km/L	337
GranCabrio Sport 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	5.2sec	285km/h	6.9km/L	354
Ghibli 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	330bhp/450Nm	5.6sec	263km/h	9.6km/L	223
Ghibli S 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.0sec	285km/h	9.6km/L	242
Quattroporte 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.1sec	285km/h	9.5km/L	244
Quattroporte 3.8 (A) 4dr	POA	3798cc	V8T/8AT	FR	530bhp/650Nm	4.7sec	307km/h	8.4km/L	278

MAZDA // Trans Eurokars - Mazda, tel: 6603-6118, www.mazda.com.sg

2.1.5 (A) 5dr	\$117,888	1496cc	4/6AT	FF	115bhp/148Nm	10.0sec	184km/h	19.6km/L	119
3.1.5 (A) 4dr	\$120,888	1496cc	4/6AT	FF	120bhp/150Nm	11.6sec	185km/h	17.5km/L	135
3.1.5 (A) 5dr	\$125,888	1496cc	4/6AT	FF	120bhp/150Nm	11.7sec	180km/h	17.5km/L	135
3.2.0 (A) 4dr	\$134,888	1998cc	4/6AT	FF	165bhp/210Nm	8.9sec	208km/h	17.2km/L	139
3.2.0 (A) 5dr	\$139,888	1998cc	4/6AT	FF	165bhp/210Nm	9.0sec	202km/h	16.9km/L	140
5.2.0 (A) MPV	\$133,888	1999cc	4/5AT	FF	151bhp/190Nm	11.4sec	194km/h	15.2km/L	198
Biante 2.0 (A) MPV	\$146,888	1998cc	4/6AT	FF	151bhp/190Nm	12.7sec	176km/h	13.5km/L	174
6.2.0 (A) 4dr	\$143,888	1998cc	4/6AT	FF	165bhp/210Nm	10.1sec	209km/h	16.9km/L	138
6.2.5 (A) 4dr	\$155,888	2488cc	4/6AT	FF	192bhp/256Nm	7.8sec	223km/h	15.9km/L	153
6.2.5 (A) estate	\$162,888	2488cc	4/6AT	FF	187bhp/250Nm	8.2sec	218km/h	15.2km/L	155
8.2.3 (A) MPV	\$166,888	2261cc	4/5AT	FF	163bhp/205Nm	13.3sec	170km/h	10.3km/L	222
CX-5 2.0 (A) SUV	\$146,888	1997cc	4/6AT	FF	155bhp/200Nm	9.5sec	187km/h	14.5km/L	160
CX-5 Luxury 2.5 (A) SUV	\$158,888	2488cc	4/6AT	FF	188bhp/250Nm	9.2sec	198km/h	14.5km/L	155
CX-5 2.2 (A) SUV	\$168,888	2192cc	4TD/6AT	F4	175bhp/420Nm	9.4sec	204km/h	16.9km/L	155
CX-9 3.7 (A) SUV	POA	3726cc	V6/6AT	FF	277bhp/367Nm	9.9sec	181km/h	9.1km/L	257

BUY GUIDE

MAZDA continued

MX-5 Roadster Coupe 2.0 (A)

PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
POA	1999cc	4/6AT	FR	160bhp/188Nm	9.2sec	194km/h	11.1km/L	191

MCLAREN // McLaren Singapore, tel: 6251-6888, www.singapore.mclaren.com

12C 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	330km/h	8.5km/L	279
12C Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	328km/h	8.5km/L	279
570S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	570bhp/600Nm	3.2sec	328km/h	9.0km/L	258
650S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	333km/h	8.5km/L	275
650S Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	329km/h	8.5km/L	275

MERCEDES-BENZ // Cycle & Carriage Industries Pte Ltd, tel: 6298-1818, www.mercedes-benz.com.sg

A180 Style 1.6 (A) 5dr	\$139,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.8km/L	131
A200 Style 1.6 (A) 5dr	\$145,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.5km/L	134
A200 Urban 1.6 (A) 5dr	\$159,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.2km/L	136
A250 Sport 2.0 (A) 5dr	\$176,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.6sec	240km/h	15.6km/L	148
A45 AMG 2.0 (A) 5dr	\$278,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.4km/L	165
B180 Style 1.6 (A) 5dr	\$154,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	17.2km/L	135
B180 Urban 1.6 (A) 5dr	\$161,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	16.9km/L	137
B200 Style 1.6 (A) 5dr	\$166,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.4sec	220km/h	16.1km/L	138
CLA180 1.6 (A) 4dr	\$169,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.2sec	210km/h	17.2km/L	135
CLA180 Shooting Brake 1.6 (A)	POA	1595cc	4T/7DC	FF	122bhp/200Nm	9.3sec	210km/h	17.9km/L	132
CLA200 CGI 1.6 (A) 4dr	\$176,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.5sec	230km/h	18.2km/L	129
CLA200 Shooting Brake 1.6 (A)	POA	1595cc	4T/7DC	FF	156bhp/250Nm	8.7sec	225km/h	14.7km/L	132
CLA250 CGI 2.0 (A) 4dr	\$190,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.7sec	240km/h	17.9km/L	137
CLA250 Shooting Brake 2.0 (A)	POA	1991cc	4T/7DC	F4	211bhp/350Nm	6.8sec	240km/h	14.7km/L	158
CLA45 AMG 2.0 (A) 4dr	\$290,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.1km/L	165
CLA45 AMG Shooting Brake 2.0 (A)	POA	1991cc	4T/7DC	F4	360bhp/450Nm	4.7sec	250km/h	14.5km/L	161
GLA200 1.6 (A) SUV	\$183,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.8sec	215km/h	16.9km/L	138
GLA200 CDI 2.1 (A) SUV	\$183,888	2143cc	4TD/7DC	FF	136bhp/300Nm	9.9sec	205km/h	22.2km/L	119
GLA250 4Matic 2.0 (A) SUV	\$195,888	1991cc	4T/7DC	F4	211bhp/350Nm	7.1sec	230km/h	15.2km/L	154
GLA45 AMG 2.0 (A) SUV	\$278,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.8sec	250km/h	13.3km/L	175
C180 1.6 (A) 4dr	\$183,888	1595cc	4T/7AT	FR	156bhp/250Nm	8.5sec	223km/h	18.2km/L	127
C200 2.0 (A) 4dr	\$213,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.3sec	235km/h	17.2km/L	134
C250 2.0 (A) 4dr	\$229,888	1991cc	4T/7AT	FR	211bhp/350Nm	6.6sec	250km/h	16.9km/L	136
C63 AMG 4.0 (A) 4dr	\$432,888	3982cc	V8T/7AT	FR	476bhp/650Nm	4.1 sec	250km/h	11.9km/L	196
C63 S AMG 4.0 (A) 4dr	\$452,888	3982cc	V8T/7AT	FR	510bhp/700Nm	4.0sec	250km/h	11.6km/L	200
E200 2.0 (A) 4dr	\$244,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.9sec	233km/h	15.9km/L	146
E250 2.0 (A) 4dr	\$255,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.4sec	243km/h	15.9km/L	146
E300 BlueTEC Hybrid 2.1 (A) 4dr	\$283,888	2143cc	4TDH/7AT	FR	204bhp/500Nm	7.5sec	242km/h	23.8km/L	110
E350 BlueTEC 3.0 (A) 4dr	\$298,888	2987cc	V6TD/7AT	FR	252bhp/620Nm	6.6sec	250km/h	16.7km/L	157
E400 3.0 (A) 4dr	\$300,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.3km/L	175
E250 2.0 (A) estate	\$253,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.8sec	233km/h	15.2km/L	153
E400 3.5 (A) estate	\$304,888	2996cc	V6T/7AT	FR	333bhp/480Nm	7.5sec	250km/h	12.7km/L	184
E200 Coupe 2.0 (A)	\$259,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.8sec	240km/h	16.1km/L	146
E250 Coupe 2.0 (A)	\$270,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.1sec	250km/h	15.4km/L	152
E200 Cabriolet 2.0 (A)	\$269,888	1991cc	4T/7AT	FR	184bhp/300Nm	8.2sec	235km/h	15.2km/L	154
E250 Cabriolet 2.0 (A)	\$285,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.5sec	245km/h	14.7km/L	158
S350L BlueTEC 3.0 (A) 4dr	\$429,888	2987cc	V6TD/7AT	FR	258bhp/620Nm	6.8sec	250km/h	17.9km/L	148
S400L 3.0 (A) 4dr	\$441,888	2996cc	V6T/7AT	FR	333bhp/480Nm	6.4sec	250km/h	12.3km/L	188
S400L Hybrid 3.5 (A) 4dr	\$466,888	3498cc	V6H/7AT	FR	306bhp/370Nm	6.8sec	250km/h	15.2km/L	153
S500L 4.7 (A) 4dr	\$575,888	4663cc	V8T/7AT	FR	455bhp/700Nm	4.8sec	250km/h	11.6km/L	199
CLS400 3.0 (A) 4dr	\$355,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.0km/L	179
CLS400 Shooting Brake 3.0 (A)	\$365,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.4sec	250km/h	12.5km/L	186
ML250 BlueTEC 2.1 (A) SUV	\$293,888	2143cc	4TD/7AT	F4	204bhp/500Nm	9.0sec	210km/h	16.6km/L	165
ML400 4Matic 3.0 (A) SUV	\$341,888	2996cc	V6T/7AT	F4	333bhp/480Nm	6.1sec	250km/h	10.9km/L	212
ML63 AMG 5.5 (A) SUV	\$511,888	5461cc	V8T/7AT	F4	525bhp/700Nm	4.8sec	250km/h	8.5km/L	276
G350 BlueTEC 3.0 (A) SUV	\$429,888	2987cc	V6TD/7AT	F4	211bhp/540Nm	9.1sec	175km/h	8.9km/L	295
G63 AMG 5.5 (A) SUV	\$673,888	5461cc	V8T/7AT	F4	544bhp/760Nm	5.4sec	210km/h	7.2km/L	322
GL350 BlueTEC 3.0 (A) SUV	\$415,888	2987cc	V6TD/7AT	F4	258bhp/620Nm	7.9sec	220km/h	12.5km/L	209
GL63 AMG 5.5 (A) SUV	\$645,888	5461cc	V8T/7AT	F4	557bhp/760Nm	4.9sec	250km/h	8.1km/L	288
V250 2.1 (A) MPV	\$278,888	2143cc	4TD/7AT	FR	190bhp/440Nm	9.1sec	206km/h	15.6km/L	169
SLK200 1.8 (A) conv	\$257,888	1796cc	4T/7AT	FR	184bhp/270Nm	7.0sec	237km/h	15.4km/L	159
SLK250 1.8 (A) conv	\$282,888	1796cc	4T/7AT	FR	204bhp/310Nm	6.6sec	243km/h	15.2km/L	161
SL400 3.0 (A) conv	\$458,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.2sec	250km/h	13.0km/L	179
SL500 4.7 (A) conv	\$586,888	4663cc	V8T/7AT	FR	435bhp/700Nm	4.6sec	250km/h	11.0km/L	212
SL63 AMG 5.5 (A) conv	\$796,888	5461cc	V8T/7AT	FR	525bhp/630Nm	4.6sec	250km/h	7.2km/L	231
SL65 AMG 6.0 (A) conv	\$971,888	5980cc	V12T/7AT	FR	630bhp/1000Nm	4.0sec	250km/h	8.6km/L	270
AMG GT S 4.0 (A) coupe	\$686,888	3982cc	V8T/7DC	FR	510bhp/650Nm	3.8sec	310km/h	10.4km/L	224

MINI // Eurokars Habitat Pte Ltd, tel: 6473-3777, www.mini.com.sg

One 1.2 (A) 3dr	\$120,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.2sec	195km/h	20.0km/L	112
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	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
MINI continued								
One 5-Door 1.2 (A)	\$123,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.5sec	192km/h	19.6km/L
Cooper D 1.5 (A) 3dr	\$133,300	1496cc	3TD/6AT	FF	116bhp/270Nm	9.2sec	200km/h	25.6km/L
Cooper 1.5 (A) 3dr	\$140,300	1499cc	3T/6AT	FF	136bhp/220Nm	7.8sec	210km/h	20.4km/L
Cooper 5-Door 1.5 (A)	\$143,300	1499cc	3T/6AT	FF	136bhp/220Nm	8.1sec	207km/h	20.0km/L
Cooper S 2.0 (A) 3dr	\$166,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.7sec	233km/h	18.2km/L
Cooper S 5-Door 2.0 (A)	\$169,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.8sec	230km/h	18.2km/L
John Cooper Works 2.0 (A) 3dr	\$193,300	1998cc	4T/6AT	FF	231bhp/320Nm	6.1sec	246km/h	17.2km/L
John Cooper Works Clubman 1.6 (A)	POA	1598cc	4T/6AT	FF	211bhp/260Nm	7.0sec	236km/h	13.9km/L
Cooper Clubman 1.6 (A) 5dr	POA	1598cc	4/6AT	FF	120bhp/160Nm	10.9sec	201km/h	15.2km/L
Cooper Countryman 1.6 (A) 5dr	\$158,300	1598cc	4/6AT	FF	120bhp/155Nm	11.6sec	182km/h	13.2km/L
Cooper S Countryman 1.6 (A) 5dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.9sec	210km/h	13.3km/L
John Cooper Works Countryman 1.6 (A)	POA	1598cc	4T/6AT	F4	218bhp/280Nm	7.0sec	225km/h	13.5km/L
Cooper Paceman 1.6 (A) 3dr	\$158,300	1598cc	4/6AT	FF	122bhp/160Nm	11.5sec	193km/h	13.5km/L
Cooper S Paceman 1.6 (A) 3dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.8sec	212km/h	13.3km/L
Cooper Cabriolet 1.6 (A)	\$159,300	1598cc	4/6AT	FF	120bhp/160Nm	11.1sec	191km/h	14.5km/L
Cooper S Cabriolet 1.6 (A)	\$188,300	1598cc	4T/6AT	FF	184bhp/260Nm	7.6sec	220km/h	14.7km/L

MITSUBISHI // Cycle & Carriage Automotive Pte Ltd, tel: 6473-9722, www.mitsubishicars.com.sg

Attrage 1.2 (A) 4dr	\$93,999	1193cc	4/CVT	FF	78bhp/100Nm	14.0sec	170km/h	20.8km/L
Lancer EX 1.6 (A) 4dr	\$99,999	1590cc	4/4AT	FF	117bhp/154Nm	13.6sec	180km/h	13.7km/L
ASX 2.0 (A) SUV	\$126,999	1998cc	4/CVT	FF	150bhp/197Nm	11.3sec	193km/h	13.5km/L
Outlander 2.4 (A) SUV	\$146,999	2360cc	4/CVT	F4	165bhp/222Nm	11.2sec	195km/h	12.9km/L
Outlander PHEV 2.0 (A) SUV	POA	1998cc	4H/CVT	F4	121bhp/190Nm	11.0sec	170km/h	52.6km/L

NISSAN // Tan Chong Motor Sales Pte Ltd, tel: 6466-7711, www.nissan.com.sg

Note 1.2 (A) 5dr	\$89,800	1198cc	3/CVT	FF	79bhp/106Nm	16.2sec	155km/h	18.5km/L
Note 1.2 DIG-S (A) 5dr	\$93,800	1198cc	3S/CVT	FF	98bhp/142Nm	12.0sec	167km/h	19.6km/L
Almera 1.5 4dr	\$91,800	1498cc	4/5MT	FF	99bhp/134Nm	13.0sec	170km/h	14.1km/L
Almera Premium 1.5 (A) 4dr	\$97,800	1498cc	4/4AT	FF	99bhp/134Nm	13.3sec	175km/h	14.5km/L
Sylphy Signature 1.6 (A) 4dr	\$105,800	1598cc	4/CVT	FF	116bhp/154Nm	11.7sec	180km/h	16.1km/L
Sylphy Signature 1.8 (A) 4dr	\$121,800	1798cc	4/CVT	FF	131bhp/174Nm	11.4sec	186km/h	14.9km/L
Sylphy SSS 1.6 (A) 4dr	\$132,800	1618cc	4T/CVT	FF	190bhp/240Nm	8.4sec	205km/h	12.8km/L
Teana 2.0 (A) 4dr	\$131,800	1997cc	4/CVT	FF	136bhp/190Nm	12.1sec	190km/h	13.5km/L
Teana 2.5 (A) 4dr	\$139,800	2488cc	4/CVT	FF	173bhp/234Nm	10.1sec	210km/h	13.3km/L
Teana 3.5 (A) 4dr	\$184,800	3498cc	V6/CVT	FF	249bhp/312Nm	7.9sec	210km/h	10.8km/L
Elgrand Highway Star 2.5 (A) MPV	\$170,800	2488cc	4/CVT	FF	170bhp/245Nm	12.6sec	180km/h	10.7km/L
Juke 1.6 (A) SUV	\$111,800	1598cc	4/CVT	FF	117bhp/158Nm	11.5sec	170km/h	15.3km/L
Juke 1.6 Turbo (A) SUV	POA	1618cc	4T/CVT	FF	190bhp/240Nm	7.8sec	200km/h	12.3km/L
Qashqai 1.2 (A) SUV	\$113,800	1197cc	4T/CVT	FF	115bhp/165Nm	12.9sec	173km/h	17.9km/L
Qashqai 2.0 (A) SUV	\$128,800	1997cc	4/CVT	FF	144bhp/200Nm	10.1sec	184km/h	14.5km/L
X-Trail 2.0 (A) SUV	\$132,800	1997cc	4/CVT	F4	144bhp/200Nm	12.1sec	180km/h	13.3km/L
Murano 2.5 (A) SUV	POA	2488cc	4/CVT	FF	170bhp/245Nm	11.0sec	180km/h	10.9km/L
GT-R 3.8 (A) coupe	\$483,800	3799cc	V6T/6DC	F4	542bhp/632Nm	2.7sec	315km/h	8.7km/L

OPEL // Auto Germany Pte Ltd, tel: 6922-3288, www.opel.com.sg

Corsa 1.4 (A) 5dr	POA	1398cc	4/6AT	FF	90bhp/130Nm	13.9sec	170km/h	16.9km/L
Astra 1.4 Turbo (A) 5dr	\$124,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.2sec	200km/h	14.9km/L
Astra GTC 1.4 (A) coupe	\$149,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.3sec	200km/h	14.7km/L
Meriva 1.4 (A) 5dr	\$120,800	1364cc	4T/6AT	FF	140bhp/200Nm	11.1sec	193km/h	13.9km/L
Zafira Tourer 1.4 (A) MPV	\$151,800	1362cc	4T/6AT	FF	140bhp/200Nm	10.9sec	197km/h	13.9km/L
Insignia 1.6 (A) 4dr	\$154,800	1598cc	4T/6AT	FF	170bhp/260Nm	9.9sec	210km/h	15.2km/L

PAGANI // EuroSports Auto Pte Ltd, tel: 6565-5995

Huayra 6.0 (A) coupe	POA	5980cc	V12T/7AM	MR	700bhp/1000Nm	3.3sec	370km/h	6.7km/L
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PERODUA // Perocom Auto Pte Ltd, tel: 6880-8101, www.perodua.com.sg

Kenari EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	55bhp/88Nm	20.5sec	140km/h	not avail.
Viva EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	61bhp/90Nm	15.4sec	145km/h	15.2km/L
Myvi EZi 1.3 (A) 5dr	POA	1298cc	4/4AT	FF	87bhp/120Nm	13.0sec	164km/h	15.6km/L

PEUGEOT // AutoFrance, tel: 6376-2288, www.peugeot.com.sg

308 Active 1.2 (A) 5dr	POA	1199cc	4T/6AT	FF	129bhp/230Nm	10.2sec	200km/h	19.6km/L
308 Allure 1.2 (A) 5dr	\$121,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L
308 SW Allure 1.2 (A) estate	\$123,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L
3008 Active e-HDi 1.6 (A) MPV	\$124,900	1560cc	4TD/6AM	FF	112bhp/270Nm	12.6sec	183km/h	22.2km/L
508 Allure 1.6 (A) 4dr	\$149,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L
508 Allure 1.6 (A) estate	\$154,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L
5008 e-HDi 1.6 (A) MPV	\$130,900	1560cc	4TD/6AM	FF	112bhp/270Nm	13.2sec	183km/h	20.4km/L
RCZ 1.6 (A) coupe	POA	1598cc	4T/6AT	FF	156bhp/240Nm	8.4sec	213km/h	13.7km/L

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
PORSCHE // Stuttgart Auto Pte Ltd, tel: 6363-0911, www.porsche.com.sg								
911 Carrera 3.4 (A) coupe	\$503,597	3436cc	F6/7DC	RR	350bhp/390Nm	4.6sec	287km/h	12.2km/L
911 Carrera S 3.8 (A) coupe	\$572,597	3800cc	F6/7DC	RR	400bhp/440Nm	4.3sec	302km/h	11.5km/L
911 Carrera GTS 3.8 (A) coupe	\$623,297	3800cc	F6/7DC	RR	430bhp/440Nm	4.0sec	304km/h	11.5km/L
911 Carrera 4 3.4 (A) coupe	\$538,097	3436cc	F6/7DC	R4	350bhp/390Nm	4.7sec	283km/h	11.6km/L
911 Carrera 4S 3.8 (A) coupe	\$606,397	3800cc	F6/7DC	R4	400bhp/440Nm	4.3sec	297km/h	11.0km/L
911 Carrera 4 GTS 3.8 (A) coupe	\$657,097	3800cc	F6/7DC	R4	430bhp/440Nm	4.0sec	302km/h	11.0km/L
911 Carrera Cabriolet 3.4 (A)	\$565,897	3436cc	F6/7DC	RR	350bhp/390Nm	4.8sec	284km/h	11.9km/L
911 Carrera S Cabriolet 3.8 (A)	\$635,697	3800cc	F6/7DC	RR	400bhp/440Nm	4.5sec	299km/h	11.2km/L
911 Carrera GTS Cabriolet 3.8 (A)	\$686,597	3800cc	F6/7DC	RR	430bhp/440Nm	4.2sec	302km/h	11.2km/L
911 Carrera 4 Cabriolet 3.4 (A)	\$605,397	3436cc	F6/7DC	R4	350bhp/390Nm	4.9sec	280km/h	11.5km/L
911 Carrera 4S Cabriolet 3.8 (A)	\$667,697	3800cc	F6/7DC	R4	400bhp/440Nm	4.5sec	294km/h	10.9km/L
911 Carrera 4 GTS Cabriolet 3.8 (A)	\$718,397	3800cc	F6/7DC	R4	430bhp/440Nm	4.2sec	301km/h	10.9km/L
911 Targa 4 3.4 (A) conv	\$609,397	3436cc	F6/7DC	R4	350bhp/390Nm	5.0sec	280km/h	11.5km/L
911 Targa 4S 3.8 (A) conv	\$671,697	3800cc	F6/7DC	R4	400bhp/440Nm	4.6sec	294km/h	10.9km/L
911 Targa 4 GTS 3.8 (A) conv	\$718,397	3800cc	F6/7DC	R4	430bhp/440Nm	4.3sec	301km/h	10.9km/L
911 GT3 3.8 (A) coupe	\$701,797	3799cc	F6/7DC	RR	475bhp/440Nm	3.5sec	315km/h	8.1km/L
911 GT3 RS 4.0 (A) coupe	\$855,997	3996cc	F6/7DC	RR	500bhp/460Nm	3.3sec	310km/h	7.9km/L
911 Turbo 3.8 (A) coupe	\$784,397	3800cc	F6T/7DC	R4	520bhp/660Nm	3.4sec	315km/h	10.3km/L
911 Turbo S 3.8 (A) coupe	\$917,497	3800cc	F6T/7DC	R4	560bhp/700Nm	3.1sec	318km/h	10.3km/L
911 Turbo Cabriolet 3.8 (A)	\$859,097	3800cc	F6T/7DC	R4	520bhp/660Nm	3.5sec	315km/h	10.1km/L
911 Turbo S Cabriolet 3.8 (A)	\$994,797	3800cc	F6T/7DC	R4	560bhp/700Nm	3.2sec	318km/h	10.1km/L
Cayman 2.7 (A) coupe	\$312,097	2706cc	F6/7DC	MR	275bhp/290Nm	5.6sec	264km/h	12.7km/L
Cayman S 3.4 (A) coupe	\$374,897	3436cc	F6/7DC	MR	325bhp/370Nm	4.9sec	281km/h	12.2km/L
Cayman GTS 3.4 (A) coupe	\$419,797	3436cc	F6/7DC	MR	340bhp/380Nm	4.8sec	283km/h	12.2km/L
Cayman GT4 3.8 coupe	\$490,797	3800cc	F6/GMT	MR	385bhp/420Nm	4.4sec	295km/h	9.7km/L
Boxster 2.7 (A) conv	\$305,197	2706cc	F6/7DC	MR	265bhp/280Nm	5.7sec	262km/h	12.7km/L
Boxster S 3.4 (A) conv	\$360,997	3436cc	F6/7DC	MR	315bhp/360Nm	5.0sec	277km/h	12.2km/L
Boxster GTS 3.4 (A) conv	\$400,897	3436cc	F6/7DC	MR	330bhp/370Nm	4.9sec	279km/h	12.2km/L
Boxster Spyder 3.8 conv	POA	3800cc	F6/GMT	MR	375bhp/420Nm	4.5sec	290km/h	10.1km/L
Macan 2.0 (A) SUV	\$286,788	1984cc	4T/7DC	F4	237bhp/350Nm	6.9sec	223km/h	13.3km/L
Macan S 3.0 (A) SUV	\$335,597	2997cc	V6T/7DC	F4	340bhp/460Nm	5.4sec	254km/h	11.1km/L
Macan S Diesel 3.0 (A) SUV	\$319,897	2967cc	V6TD/7DC	F4	258bhp/580Nm	6.3sec	230km/h	15.9km/L
Macan Turbo 3.6 (A) SUV	\$437,997	3604cc	V6T/7DC	F4	400bhp/550Nm	4.8sec	266km/h	10.9km/L
Cayenne 3.6 (A) SUV	\$355,897	3598cc	V6/8AT	F4	300bhp/400Nm	7.8sec	230km/h	10.1km/L
Cayenne Diesel 3.0 (A) SUV	\$362,197	2967cc	V6TD/8AT	F4	262bhp/580Nm	7.3sec	221km/h	14.7km/L
Cayenne S Diesel 4.1 (A) SUV	\$466,797	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.4sec	252km/h	12.5km/L
Cayenne S 3.6 (A) SUV	\$456,397	3604cc	V6T/8AT	F4	420bhp/550Nm	5.5sec	259km/h	10.2km/L
Cayenne S E-Hybrid 3.0 (A) SUV	\$456,797	2995cc	V6H/8AT	F4	416bhp/590Nm	5.9sec	243km/h	29.4km/L
Cayenne GTS 3.6 (A) SUV	\$544,997	3604cc	V6T/8AT	F4	440bhp/600Nm	5.2sec	262km/h	10.0km/L
Cayenne Turbo 4.8 (A) SUV	\$647,097	4806cc	V8T/8AT	F4	520bhp/750Nm	4.5sec	279km/h	8.7km/L
Cayenne Turbo S 4.8 (A) SUV	\$806,897	4806cc	V8T/8AT	F4	570bhp/800Nm	4.1sec	284km/h	8.7km/L
Panamera 3.6 (A) 5dr	\$423,497	3605cc	V6/7DC	FR	310bhp/400Nm	6.3sec	259km/h	11.9km/L
Panamera 4 3.6 (A) 5dr	\$453,197	3605cc	V6/7DC	F4	310bhp/400Nm	6.1sec	257km/h	11.5km/L
Panamera Diesel 3.0 (A) 5dr	\$421,997	2967cc	V6TD/8AT	FR	300bhp/650Nm	6.0sec	259km/h	15.6km/L
Panamera S E-Hybrid 3.0 (A) 5dr	\$557,397	2995cc	V6H/8AT	FR	416bhp/590Nm	5.5sec	270km/h	32.2km/L
Panamera S 3.0 (A) 5dr	\$569,297	2997cc	V6T/7DC	FR	420bhp/520Nm	5.1sec	287km/h	11.5km/L
Panamera 4S 3.0 (A) 5dr	\$589,797	2997cc	V6T/7DC	F4	420bhp/520Nm	4.8sec	286km/h	11.2km/L
Panamera GTS 4.8 (A) 5dr	\$681,697	4806cc	V8/7DC	F4	440bhp/520Nm	4.4sec	288km/h	9.3km/L
Panamera Turbo 4.8 (A) 5dr	\$758,497	4806cc	V8T/7DC	F4	520bhp/700Nm	4.1sec	305km/h	9.8km/L
Panamera Turbo S 4.8 (A) 5dr	\$928,397	4806cc	V8T/7DC	F4	550bhp/750Nm	3.8sec	306km/h	8.7km/L

PROTON // Proton Singapore Pte Ltd, tel: 6472-5885, www.proton.com.sg

Saga 1.3 4dr	POA	1332cc	4/5MT	FF	94bhp/120Nm	13.0sec	160km/h	13.7km/L
Preve 1.6 4dr	POA	1597cc	4/5MT	FF	107bhp/150Nm	12.0sec	180km/h	12.7km/L
Preve 1.6 CFE (A) 4dr	POA	1597cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.2km/L
Exora Bold CPS 1.6 (A) MPV	POA	1597cc	4/4AT	FF	125bhp/150Nm	15.5sec	165km/h	11.4km/L
Exora Bold CFE 1.6 (A) MPV	POA	1561cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.6km/L

RENAULT // Wearnes Automotive Pte Ltd, tel: 6471-3313, www.renault.com.sg

Captur 1.2 (A) 5dr	\$125,999	1197cc	4T/6DC	FF	120bhp/190Nm	10.9sec	192km/h	18.5km/L
Captur 1.5 (A) 5dr	\$125,999	1461cc	4TD/6DC	FF	88bhp/220Nm	13.5sec	170km/h	25.6km/L
Clio 1.5 (A) 5dr	POA	1461cc	4TD/6DC	FF	90bhp/220Nm	12.9sec	176km/h	27.0km/L
Clio RS Sport 1.6 (A) 5dr	\$151,999	1618cc	4T/6DC	FF	200bhp/240Nm	6.8sec	230km/h	15.9km/L
Megane GT-Line 1.5 (A) 5dr	\$125,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.7sec	190km/h	23.8km/L
Megane RS265 2.0 3dr	POA	1998cc	4T/GMT	FF	265bhp/360Nm	6.0sec	255km/h	12.2km/L
Fluence Privilege 1.5 (A) 4dr	\$121,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.9sec	185km/h	22.7km/L
Grand Scenic 1.5 (A) MPV	\$139,999	1461cc	4TD/6DC	FF	110bhp/240Nm	14.3sec	180km/h	21.3km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
ROLLS-ROYCE // Rolls-Royce Motor Cars Singapore, tel: 6479-4333, www.rolls-roycemotorcars-singapore.com									
Ghost SII 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost SII EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.8sec	250km/h	7.1km/L	329
Ghost V 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost V EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	5.0sec	250km/h	7.1km/L	329
Wraith 6.6 (A) coupe	POA	6592cc	V12T/8AT	FR	624bhp/800Nm	4.6sec	250km/h	7.1km/L	327
Phantom SII 6.7 (A) 4dr	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.9km/L	347
Phantom Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.8sec	250km/h	7.0km/L	347
Phantom Drophead Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.8km/L	347

RUF // Specialised Automobiles Pte Ltd, tel: 6479-9911

3800S 3.8 (A) conv	POA	3800cc	F6/7DC	MR	420bhp/450Nm	4.1sec	300km/h	11.5km/L	205
Rt 35 3.8 (A) coupe	POA	3800cc	F6T/7DC	RR	630bhp/825Nm	3.1sec	338km/h	9.1km/L	253
CTR3 3.8 (A) coupe	POA	3800cc	F6T/7DC	MR	777bhp/980Nm	3.2sec	380km/h	7.4km/L	311

SSANGYONG // Motorway SsangYong Pte Ltd, tel: 6463-2200, www.ssangyong.com.sg

Tivoli 1.6 (A) SUV	\$127,888	1597cc	4/6AT	FF	128bhp/160Nm	12.0sec	175km/h	13.9km/L	167
Rexton 2.0 (A) SUV	\$164,888	1998cc	4TD/5AT	FF	155bhp/360Nm	13.2sec	175km/h	12.8km/L	206
Stavic 2.0 (A) MPV	\$149,888	1998cc	4TD/5AT	FF	155bhp/360Nm	not avail.	181km/h	12.8km/L	205

SUBARU // Motor Image Enterprises Pte Ltd, tel: 6417-0300, www.subaru.com.sg

Impreza 1.6i-S (A) 4dr	\$105,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
Impreza 1.6i-S (A) 5dr	\$108,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
WRX 2.0 4dr	\$164,800	1998cc	F4T/6MT	F4	268bhp/350Nm	6.0sec	215km/h	10.9km/L	213
WRX 2.0 (A) 4dr	\$140,800	1998cc	F4T/CVT	F4	268bhp/350Nm	6.3sec	240km/h	11.6km/L	199
WRX STI 2.5 4dr	\$176,800	2457cc	F4T/6MT	F4	305bhp/407Nm	5.2sec	255km/h	9.6km/L	242
Forester 2.0i (A) SUV	\$121,800	1995cc	F4/CVT	F4	150bhp/198Nm	11.8sec	192km/h	12.7km/L	182
Forester 2.0 XT (A) SUV	\$128,800	1998cc	F4T/CVT	F4	240bhp/350Nm	7.5sec	221km/h	11.8km/L	197
Outback 2.5 (A) estate	\$144,800	2498cc	F4/CVT	F4	175bhp/235Nm	10.2sec	210km/h	13.0km/L	177
XV 1.6 (A) SUV	\$110,800	1600cc	F4/CVT	F4	114bhp/150Nm	13.8sec	175km/h	15.9km/L	146
BRZ 2.0 coupe	\$152,800	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L	181
BRZ 2.0 (A) coupe	\$152,800	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.1km/L	164

SUZUKI // Champion Motors (1975) Pte Ltd, tel: 6631-1118, www.suzukicar.com.sg

Swift GLX 1.4 5dr	POA	1372cc	4/5MT	FF	95bhp/130Nm	10.9sec	170km/h	18.2km/L	132
Swift GLX 1.4 (A) 5dr	\$90,900	1372cc	4/4AT	FF	95bhp/130Nm	12.3sec	165km/h	16.1km/L	147
Swift Sport 1.6 5dr	\$100,900	1586cc	4/6MT	FF	136bhp/160Nm	8.7sec	195km/h	15.4km/L	153
Swift Sport 1.6 (A) 5dr	\$103,900	1586cc	4/CVT	FF	136bhp/160Nm	8.7sec	185km/h	16.4km/L	144
Solio 1.2 (A) 5dr	\$91,900	1242cc	4/CVT	FF	91bhp/118Nm	13.5sec	155km/h	18.9km/L	127
S-Cross 1.6 (A) 5dr	\$107,900	1586cc	4/CVT	FF	120bhp/156Nm	12.4sec	170km/h	17.2km/L	137
S-Cross AllGrip 1.6 (A) 5dr	\$116,900	1586cc	4/CVT	F4	120bhp/156Nm	13.5sec	165km/h	16.1km/L	146
Vitara 1.6 (A) 5dr	POA	1586cc	4/6AT	F4	120bhp/156Nm	13.0sec	180km/h	17.5km/L	131

TOYOTA // Borneo Motors (S) Pte Ltd, tel: 6631-1188, www.toyotasingapore.com.sg

Vios Elegance 1.5 (A) 4dr	\$104,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Vios Grande 1.5 (A) 4dr	\$109,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Yaris 1.3 (A) 5dr	POA	1329cc	4/CVT	FF	100bhp/125Nm	11.7sec	175km/h	19.6km/L	118
Corolla Altis 1.6 (A) 4dr	\$109,888	1598cc	4/CVT	FF	121bhp/154Nm	11.1sec	185km/h	15.4km/L	151
Prius C 1.5 (A) 5dr	\$113,888	1497cc	4H/CVT	FF	100bhp/111Nm	10.7sec	170km/h	25.6km/L	90
Prius 1.8 (A) 5dr	\$132,888	1798cc	4H/CVT	FF	100bhp/142Nm	10.4sec	180km/h	25.0km/L	92
Camry 2.0 (A) 4dr	\$138,888	1998cc	4/6AT	FF	164bhp/199Nm	10.8sec	187km/h	14.0km/L	167
Camry 2.5 (A) 4dr	\$144,888	2494cc	4/6AT	FF	178bhp/231Nm	9.2sec	210km/h	12.9km/L	184
Camry Hybrid 2.5 (A) 4dr	\$173,888	2494cc	4H/CVT	FF	205bhp/213Nm	8.7sec	185km/h	19.6km/L	119
Avanza 1.5 (A) MPV	\$116,888	1495cc	4/4AT	FF	103bhp/136Nm	15.0sec	165km/h	13.2km/L	178
Wish Classic 1.8 (A) MPV	\$125,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Wish Elegance 1.8 (A) MPV	\$130,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Previa 2.4 (A) 7-seat MPV	\$179,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L	207
Previa 2.4 (A) 8-seat MPV	\$183,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L	207
Alphard 2.5 (A) MPV	\$209,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L	200
Vellfire 2.5 (A) MPV	\$209,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L	200

THE 10 MODELS WITH THE LOWEST COST PER NM



ALFA ROMEO GIULIETTA QV - \$488/NM
CITROEN C4 PICASSO e-HDi - \$467/NM
FORD MONDEO - \$467/NM
HYUNDAI VELOSTER TURBO - \$434/NM
KIA SORENTO 2.2D - \$374/NM

MAZDA CX-5 2.2 - \$402/NM
SSANGYONG STAVIC - \$416/NM
SUBARU WRX - \$402/NM
SUBARU WRX STI - \$434/NM
SUBARU FORESTER XT - \$368/NM

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
TOYOTA continued								
RAV4 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
RAV4 Premium 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
Fortuner 2.7 (A) SUV	\$183,888	2694cc	4/4AT	FR	160bhp/241Nm	12.2sec	180km/h	8.3km/L
86 S 2.0 coupe	\$145,888	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
86 GS 2.0 (A) coupe	POA	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.3km/L

VOLKSWAGEN // Volkswagen Centre Singapore, tel: 6474-8288, www.volkswagen.com.sg

Polo 1.2 (A) 5dr	\$105,800	1197cc	4T/7DC	FF	90bhp/160Nm	10.9sec	182km/h	18.9km/L
Beetle 1.2 (A) 3dr	\$127,300	1197cc	4T/7DC	FF	105bhp/175Nm	10.9sec	180km/h	16.9km/L
Beetle 1.4 (A) 3dr	\$146,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.3sec	207km/h	16.1km/L
Golf 1.2 (A) 5dr	\$111,300	1197cc	4T/7DC	FF	105bhp/175Nm	10.2sec	192km/h	21.0km/L
Golf 1.4 (A) 5dr	\$119,300	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
Golf Sport 1.4 (A) 5dr	\$148,300	1395cc	4T/7DC	FF	140bhp/250Nm	8.4sec	212km/h	20.0km/L
Golf GTI 2.0 (A) 5dr	\$188,800	1984cc	4T/6DC	FF	220bhp/350Nm	6.5sec	244km/h	15.6km/L
Golf R 2.0 (A) 5dr	\$210,300	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.1km/L
Golf Cabriolet 1.4 (A)	\$169,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.4sec	216km/h	15.8km/L
Golf GTI Cabriolet 2.0 (A)	\$187,800	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	235km/h	13.0km/L
Scirocco 1.4 (A) coupe	\$126,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.7sec	200km/h	15.9km/L
Scirocco R 2.0 (A) coupe	\$199,800	1984cc	4T/6DC	FF	280bhp/350Nm	5.5sec	250km/h	12.7km/L
Jetta Highline 1.4 (A) 4dr	\$120,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.8sec	202km/h	16.6km/L
Touran 1.4 (A) MPV	\$141,300	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L
Touran Comfort 1.4 (A) MPV	\$150,800	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L
Touran Sport 1.4 (A) MPV	\$164,800	1390cc	4TS/7DC	FF	170bhp/240Nm	8.5sec	213km/h	15.2km/L
Touran 1.6 TDI (A) MPV	\$131,800	1598cc	4TD/7DC	FF	105bhp/250Nm	12.8sec	183km/h	21.7km/L
Sharan 2.0 (A) MPV	\$187,800	1984cc	4T/6DC	FF	200bhp/280Nm	8.3sec	220km/h	11.7km/L
Sharan 2.0 TDI (A) MPV	POA	1968cc	4TD/6DC	FF	170bhp/350Nm	9.8sec	210km/h	16.9km/L
Passat 1.8 (A) 4dr	POA	1798cc	4T/7DC	FF	180bhp/250Nm	7.9sec	232km/h	16.9km/L
Passat 2.0 (A) 4dr	POA	1984cc	4T/6DC	FF	220bhp/350Nm	6.7sec	246km/h	15.6km/L
CC R-Line 2.0 (A) 4dr	\$185,300	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	240km/h	12.8km/L
Phaeton 3.6 (A) 4dr	\$334,800	3597cc	V6/6AT	F4	280bhp/370Nm	8.9sec	250km/h	8.8km/L
Phaeton 4.2 (A) 4dr	\$405,800	4172cc	V8/6AT	F4	335bhp/430Nm	6.9sec	250km/h	8.0km/L
Tiguan 1.4 (A) SUV	POA	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan 1.4 EQP (A) SUV	\$147,800	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan R-Line 2.0 (A) SUV	\$189,300	1984cc	4T/7DC	F4	210bhp/280Nm	7.3sec	213km/h	11.6km/L
Tiguan 2.0 TDI (A) SUV	POA	1968cc	4TD/7DC	F4	140bhp/320Nm	10.2sec	188km/h	16.7km/L
Touareg R-Line 3.0 TDI (A) SUV	\$311,300	2967cc	V6TD/8AT	F4	245bhp/550Nm	7.6sec	220km/h	13.9km/L

VOLVO // Wearnes Automotive Pte Ltd, tel: 6473-1488, www.volvocars.com.sg

S60 D2 1.6 (A) 4dr	\$170,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.3sec	195km/h	23.3km/L
S60 T5 Drive-E 2.0 (A) 4dr	\$185,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.3sec	230km/h	16.7km/L
V40 Cross Country D2 1.6 (A) 5dr	\$165,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	not avail.	22.2km/L
V40 Cross Country T4 1.6 (A) 5dr	\$170,000	1596cc	4T/6DC	FF	180bhp/240Nm	8.5sec	215km/h	16.4km/L
V40 D2 1.6 (A) 5dr	\$160,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	190km/h	25.6km/L
V60 D2 1.6 (A) estate	POA	1560cc	4TD/6DC	FF	115bhp/270Nm	12.7sec	190km/h	22.2km/L
V60 T5 Drive-E 2.0 (A) estate	\$195,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.4sec	230km/h	16.4km/L
S80 D2 1.6 (A) 4dr	\$180,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.8sec	185km/h	22.2km/L
S80 T5 Drive-E 2.0 (A) 4dr	\$190,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.5sec	230km/h	16.1km/L
XC60 T5 Drive-E 2.0 (A) SUV	\$220,000	1969cc	4T/8AT	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L
XC60 T5 R-Design 2.0 (A) SUV	\$235,000	1999cc	4T/6DC	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L
XC90 D5 2.0 (A) SUV	POA	1969cc	4TD/8AT	F4	225bhp/470Nm	7.8sec	220km/h	17.5km/L
XC90 T6 Momentum 2.0 (A) SUV	\$330,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L
XC90 T6 Inscription 2.0 (A) SUV	\$360,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L

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Words Jeremy Chua

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